

The Biggest Trial on Record.

# MotorCycling

The Only Purely Motorcycle Journal.

No. 238.

TUESDAY, 2nd June, 1914.

Vol. X.

Registered at the G.P.O. as a Newspaper.

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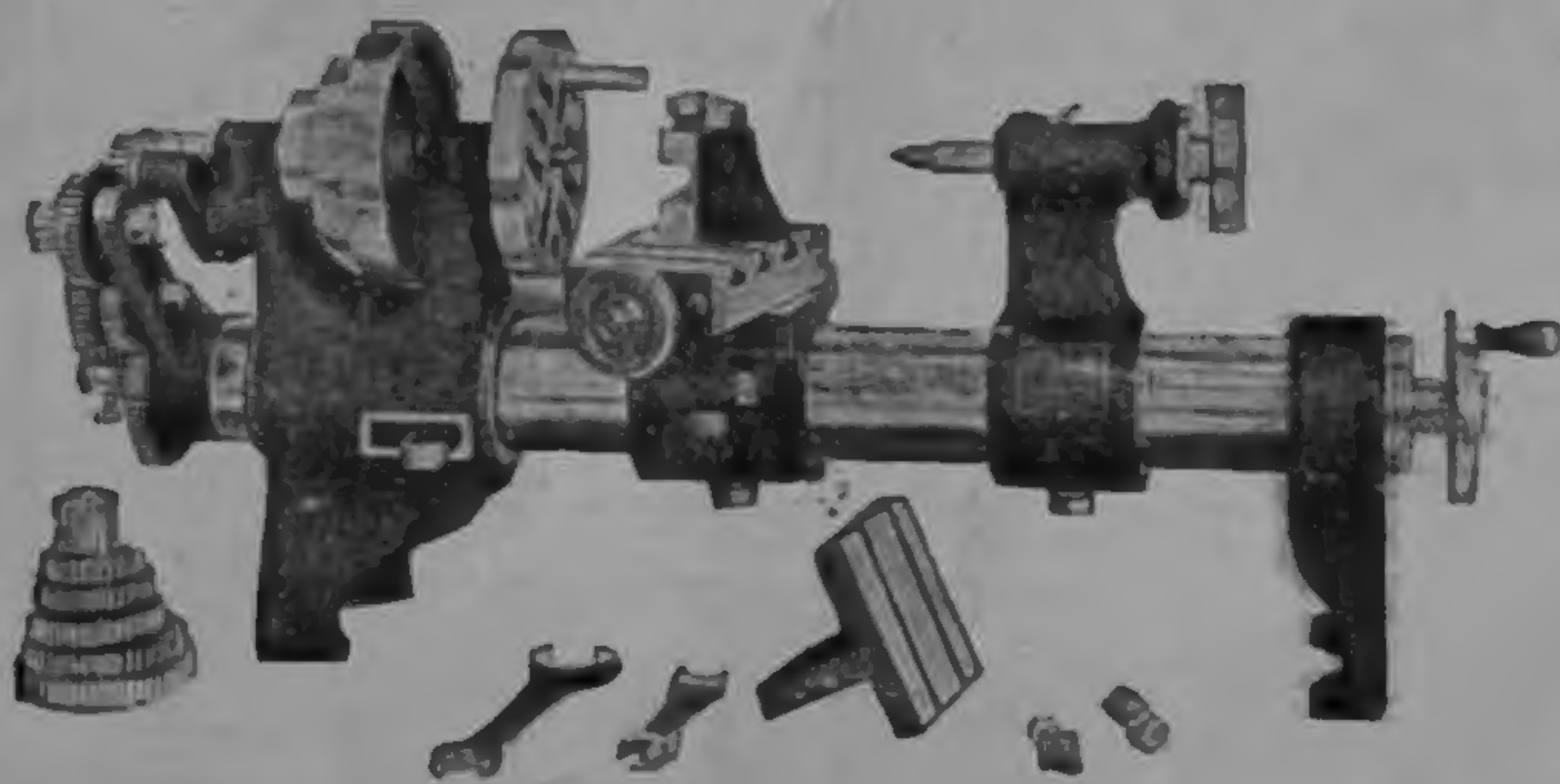
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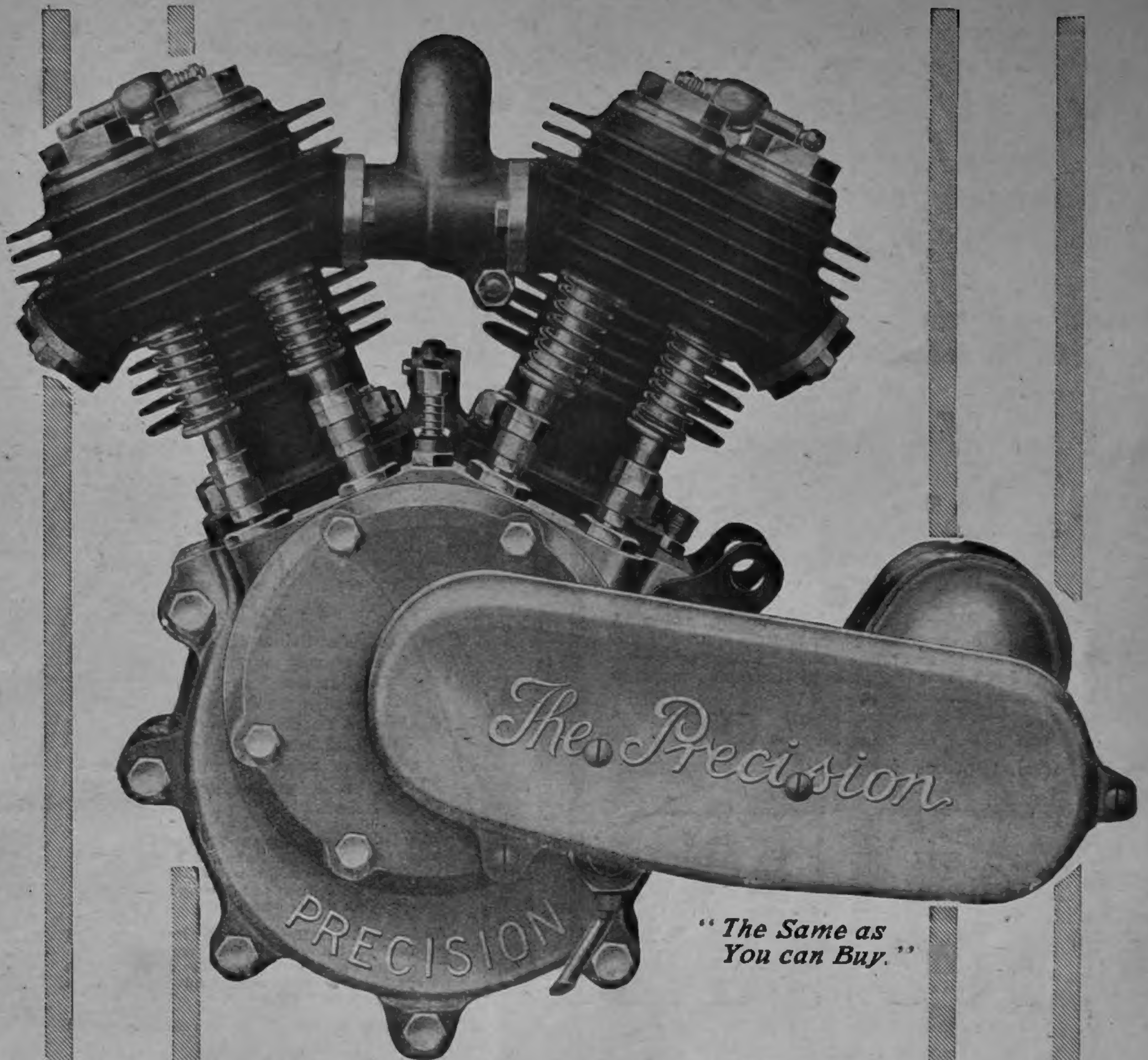
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will not only solve the repair question for you, but will enable you to carry out any small alterations, etc., you may wish to do to increase the power, efficiency or ease of handling of your engine.

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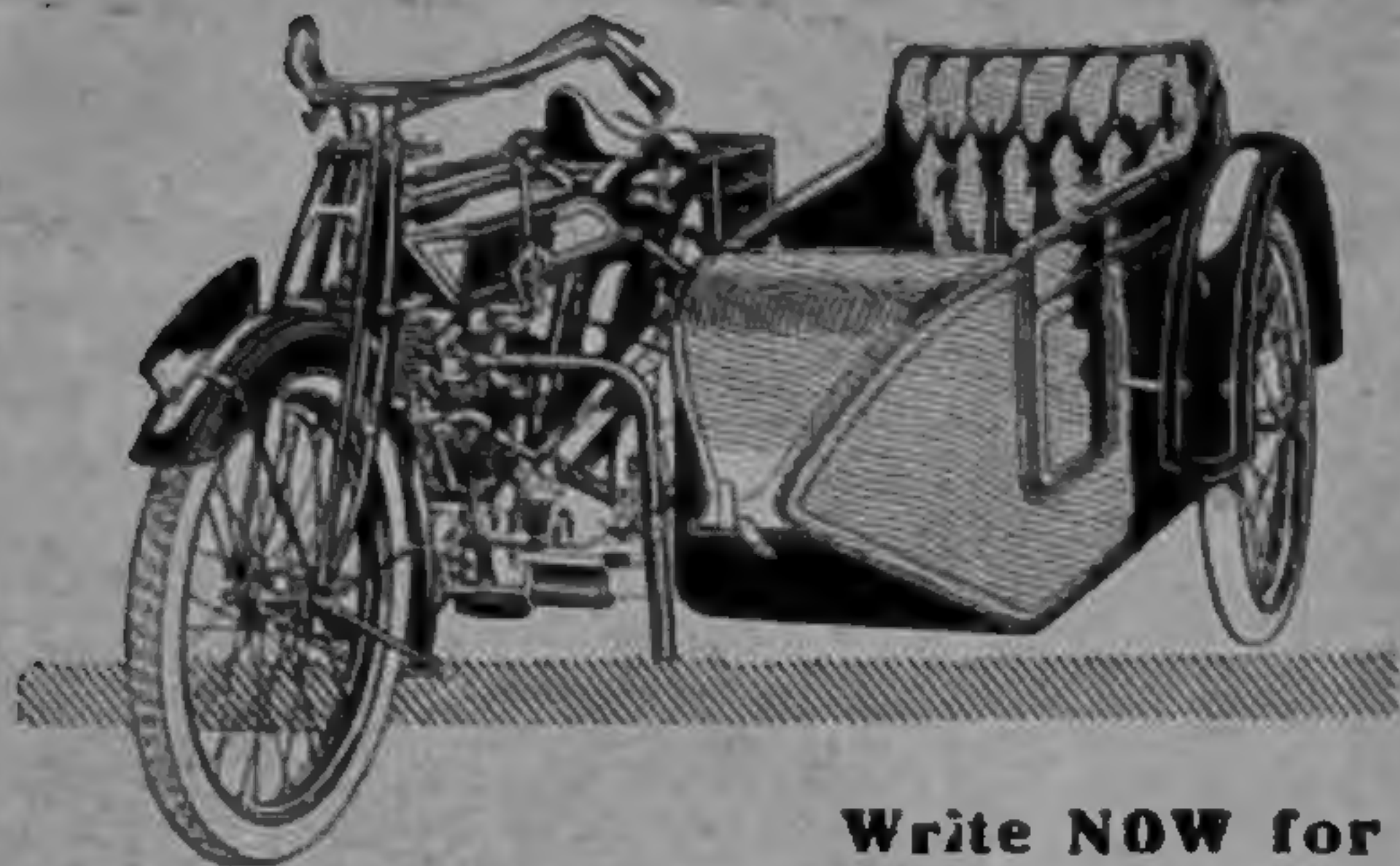




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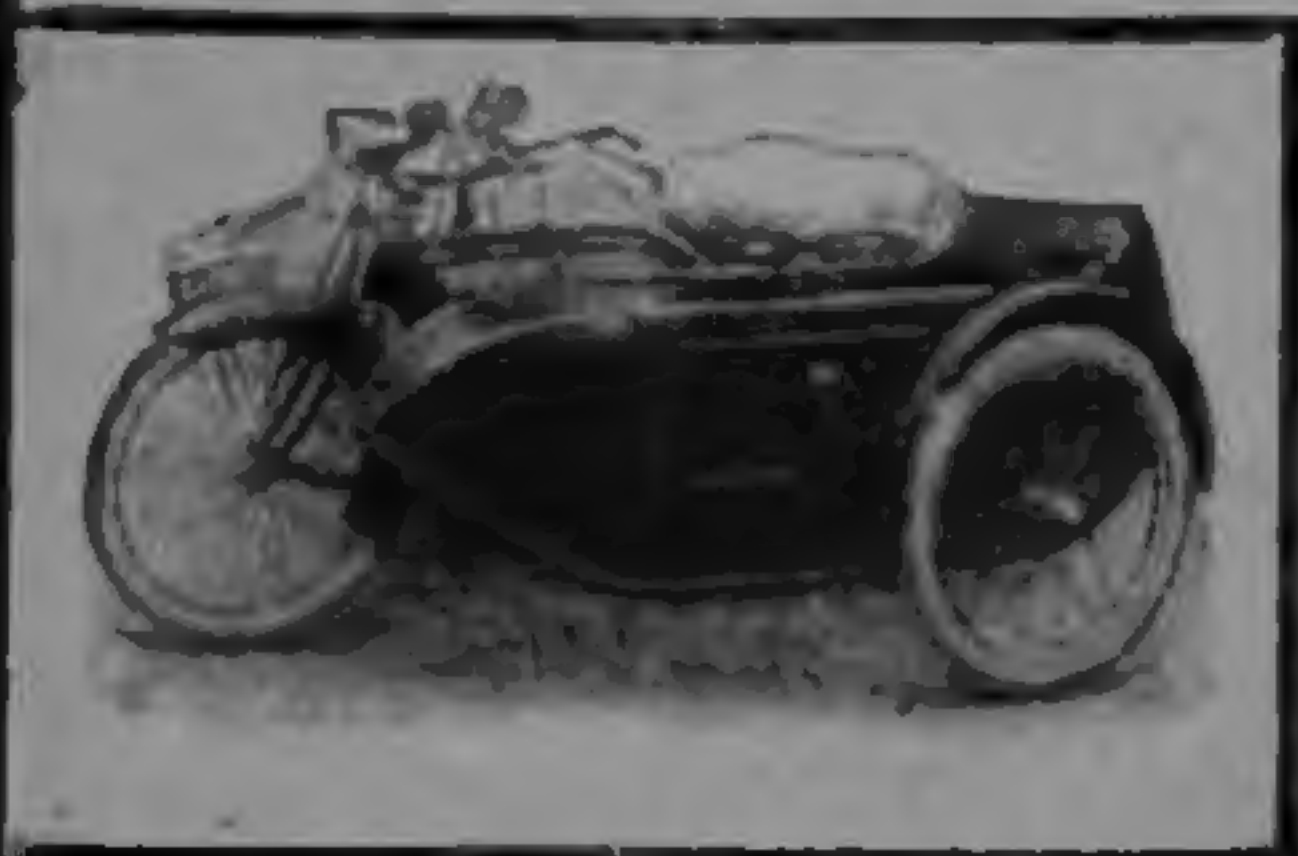
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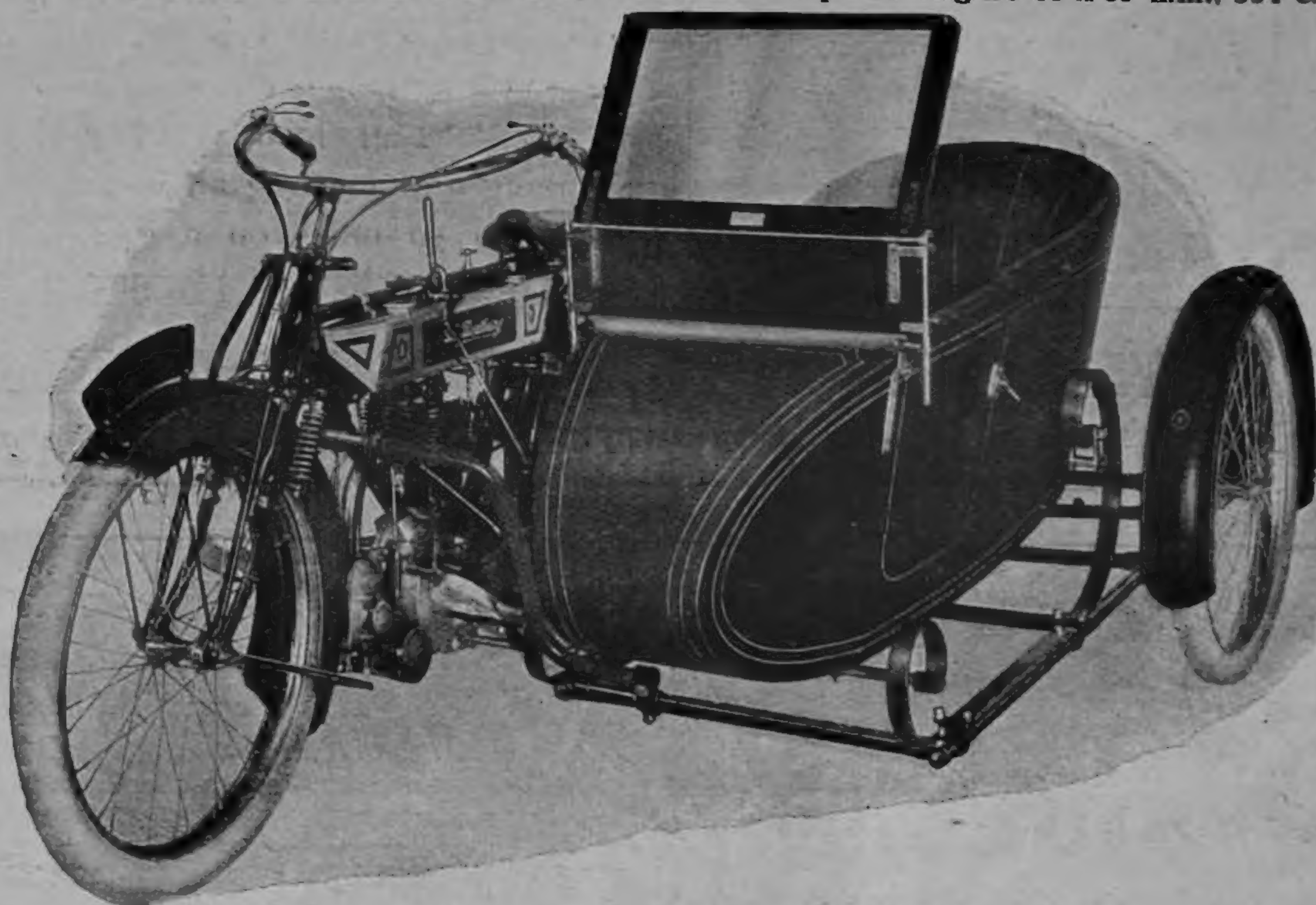


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**The Pioneer of the "Big Single"  
4 H.P. MOTORCYCLE.** Square engine 89 x 89 mm., 554 c.c.



The Machine with the Big Engine, developing exceptional power and speed, and ensuring thorough reliability under all conditions. The Bradbury 4 h.p. Single-cylinder Motor still holds the English End to End Sidecar and Passenger Record, Irish End to End Sidecar and Passenger Record, and was the only Passenger Machine, irrespective of power, to have the unique record of obtaining, in 1913, GOLD MEDALS in the SCOTTISH SIX DAYS' TRIAL, ENGLISH SIX DAYS' TRIAL and the IRISH END TO END TRIAL.

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4 h.p. Standard	...	...	...	£48
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*Special Notice.*—We can now supply from stock our Two-speed Gear and Free Engine Pulley for Belt-driven motorcycles to fit our 1909, 1910, 1911 and 1912 machines, and also to machines of other leading makers. They can be easily fitted by detaching the ordinary pulley, and fitting the variable gear with adjustable pulley in its place, the rod for working the gear being attached to the top tube by means of a clip. **Price £7**

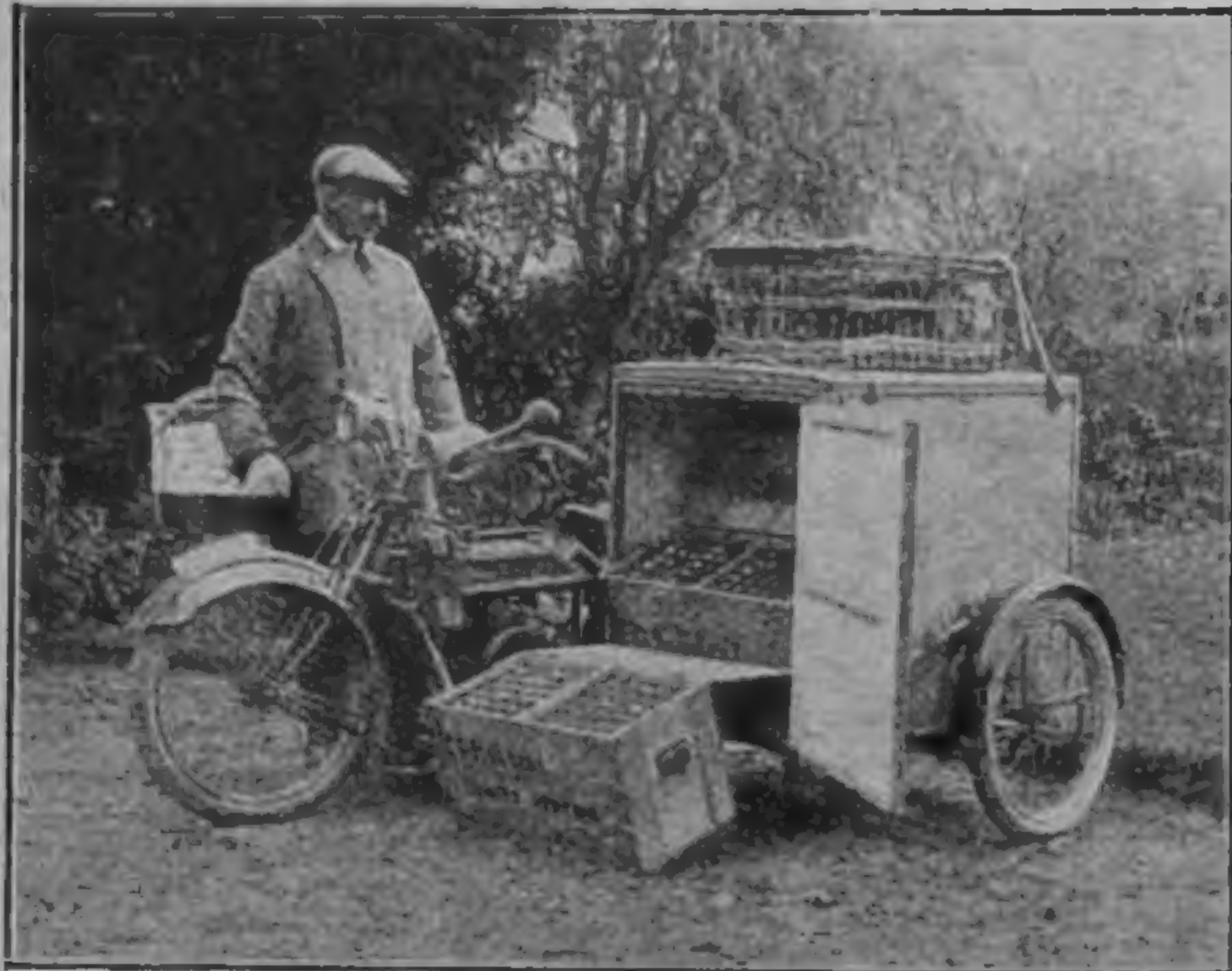
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"I have had my machine a year. It does the work of two horses, carries six boxes of eggs (2,160 eggs) weighing 3 cwt. 3 qrs., and a crate of chickens on top. Full load 4 to 5 cwt. Stopping and starting all day long I do 45 to 50 miles on a gallon, 65 miles to the gallon on pleasure trip."

**THE WILLIAMSONSON MOTOR CO., LIMITED,**  
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**EXCELSIOR**  
*British Made Throughout*

**"The Big Single"**

—will run more slowly than a twin, either light or under load and, owing to the fewer working parts, is much more reliable. It has a longer life due to its more robust construction throughout. It has no more vibration than the best of twins, and less than the average twin. The ease with which it hums up stiff hills is remarkable. It costs less in both first expense and upkeep.

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## 3-SPEED GEAR

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#### 4th (MATCHLESS), 6th (A.B.C.) and 7th (N.U.T.)

THE EFFICIENCY and RELIABILITY of "The ARMSTRONG Gear" was strikingly demonstrated by Mr. H. A. Collier, on his "ARMSTRONG-geared" MATCHLESS—who put up a really fine performance, and only missed achieving highest honours through misadventure—having to sustain the misfortune of a broken steering-head towards the end of the 5th Lap.

Mr. Collier was *well up among the leaders until the last lap*—and his compulsory retirement at Quarter Bridge caused a great sensation, for he was a warm favourite, being then *1 min. 49 secs. in front of the ultimate winner*. The following lap positions will show what a remarkably fine performance Mr. Collier put up:

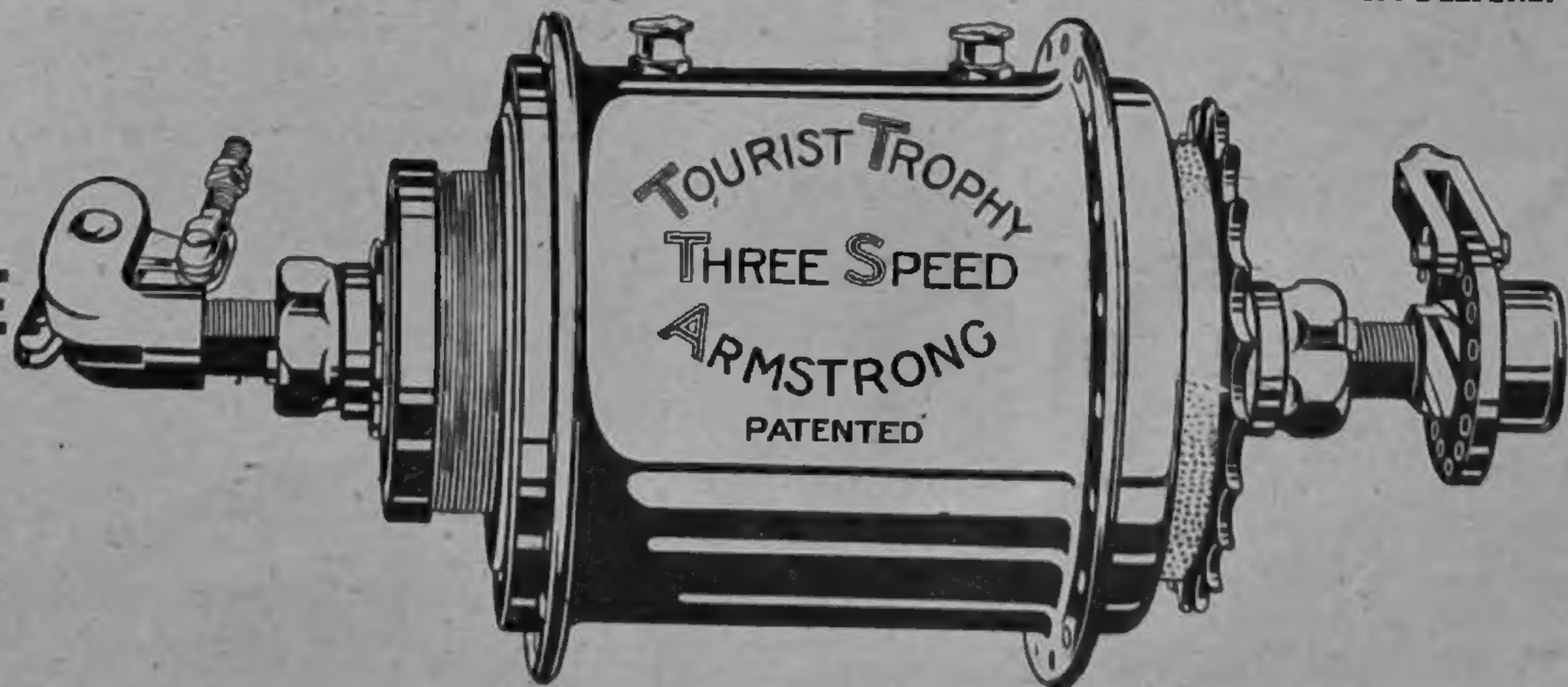
Lap 1, Collier 3rd. Lap 2, Collier 2nd. Lap 3, Collier 1st. Lap 4, Collier 2nd. After Mr. Collier retired in the 5th Lap, Mr. Colver (Matchless) ran into 2nd place, in lap 5, and eventually finished 4th in the Race.

#### PREVIOUS "ARMSTRONG" T.T. SUCCESSES.

**1913 Junior T.T. 1st and Fastest Lap.** 12 Finished in the JUNIOR & SENIOR RACES. **1912 Junior T.T., 3rd & 5th.** **1911 Junior T.T., 1st, 2nd, 3rd & 4th.**

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R. H. B.



# A SPECIAL T.T. NUMBER OF

## The Motor

will be published on  
**TUESDAY,**  
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the day prior to the start of the Tourist Trophy race. It will contain a complete and fully illustrated historical survey of past Isle of Man motor car races and a very full treatment of the forthcoming 1914 race, constituting an interesting and positively invaluable illustrated guide to the contest which is to take place on the following two days.

Important developments in engine design and car construction have taken place during the six years intervening between the "Four Inch" Race and the contest of the present year, and this progress will be dealt with in a very thorough manner. :: :: ::

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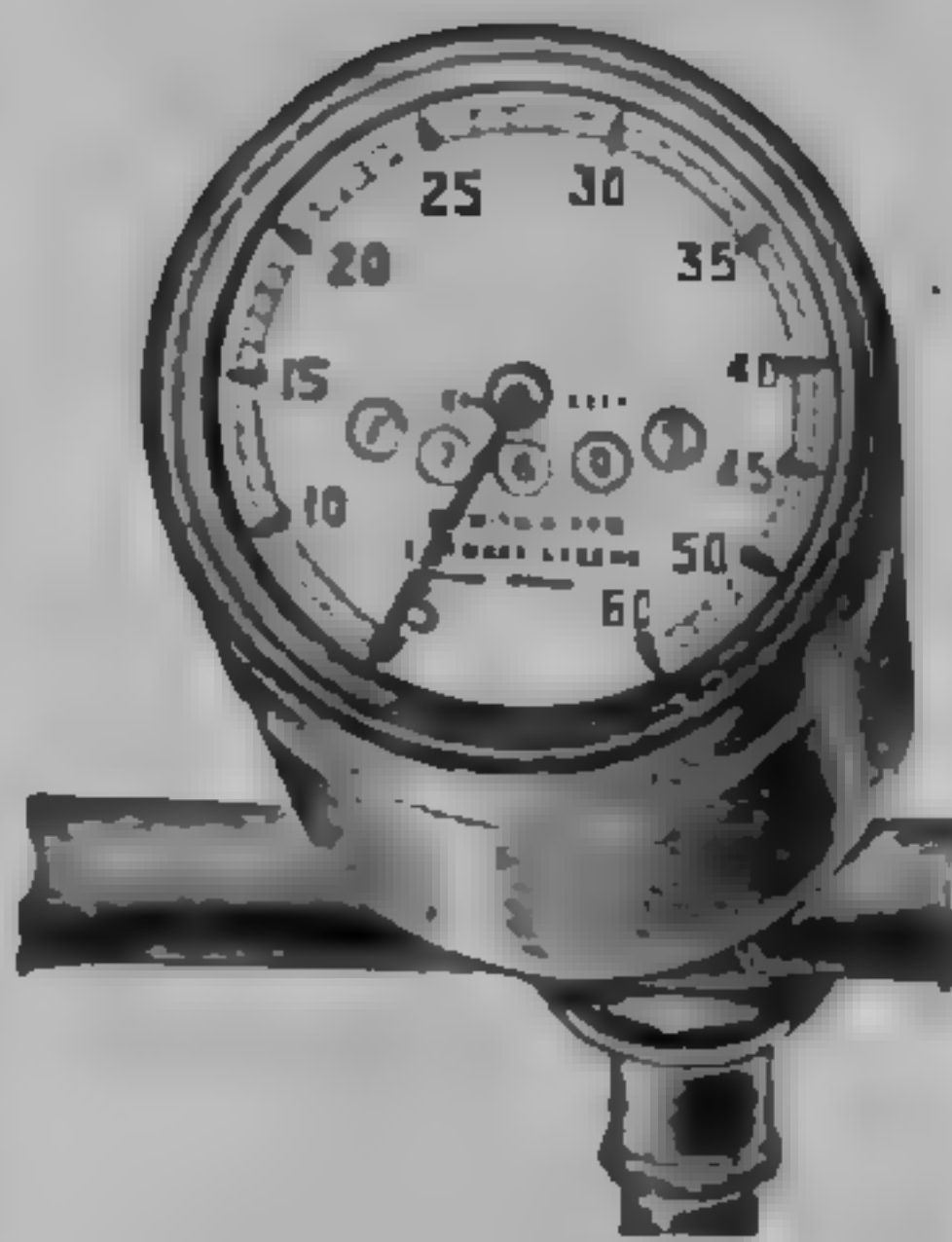
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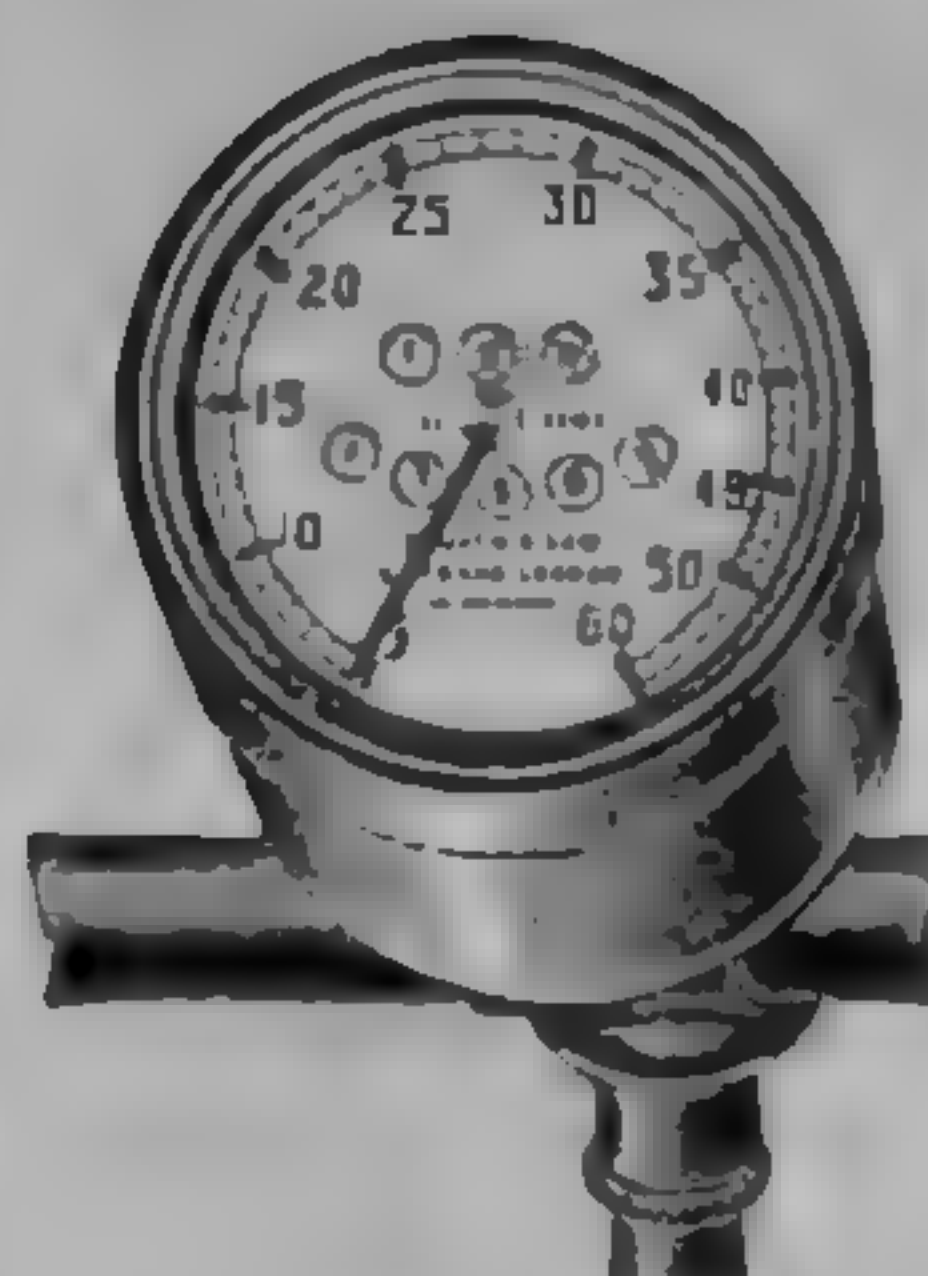
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OUR machine of 220 c.c. competing in  
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in the Birmingham—Weymouth trial,  
300 miles at 20 miles an hour.  
You want a machine that will do that,  
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THE WORD "TWO-STROKE"  
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## The CLEAN Rudge

*What "Motor Cycling," 26th May, says—*

"We have never in any race, and very seldom on the road, seen a machine in such a spotless condition. There was literally not a speck of oil on the crankcase, whilst the belt was in perfect condition."



Mr. C. G. Pullin on his Rudge Multi.

225 miles — 4 hrs. 32 mins. 48 secs. — 49.486 m.p.h.  
**Tourist Trophy Record Speed.**

More than five miles in front of next man.

Over a mile per hour faster than last year.

Rudge Multi (500 c.c.) £58:15:0

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By Appointment  
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# MotorCycling



## WHAT TOURISTS LEARN FROM THE T.T.

Practical Notes on the Performance of the Various Types of Machines—  
Two-strokes—Tyres—Multiplicity of Gears.

**N**OW that the Tourist Trophy Races have been keenly contested in the Isle of Man, it is of interest to turn to the results, and by delving amidst a mass of facts and figures to unearth some interesting data.

The one fact that stands predominant over all others is that both events were won on single-cylinder machines. This, of course, is the first time that single-cylinder machines have won both events, and un-

doubtedly the increasing popularity of the multi-cylinder engine has had, or will have, a rude shock. Moreover, not only were the two first machines single-cylinders, but single-cylinder machines virtually won the team prizes.

This very nearly approaches the most sweeping victory that it is possible for one type of machine to attain, and it is interesting to seek for the reason for this revival of the single-cylinder. At one time— and



**What Tourists Learn from the T.T. (contd.).**

not so very long ago at that—the single-cylinder was regarded as a “thumper,” and as a matter of fact a considerable controversy arose in this journal as to the merits and demerits of the single and the twin. Shortly after this, those who closely followed the hill-climbing and speed event results began to notice that single-cylinder machines were creeping up and up the scale. Particularly was this to be noticed in the Junior class. A machine that has proved itself to be a fore-runner in the speeding up of the single-cylinder was the 2½ h.p. Sunbeam. Everyone has been surprised at the performance of this motorcycle, both in speed and other events.

Latterly the A.J.S. has put up some remarkably fine times in hill-climbs, its crowning glory being at Style Kop hill-climb, the speed up the hill working out in the neighbourhood of 50 m.p.h. We now get down to essential facts. The speed of the twin has been seriously attacked all round, and this was one of its principal assets. Vibration on the single has been reduced to a minimum, and by the use of the magnificent clutches now employed the “snatch,” that oft-voiced bugbear which, in the majority of cases, is non-existent, has been ruled out of existence. There is another point on which the single-cylinder scores in the majority of people's opinions, and that is its great simplicity, and this is an important asset, no matter what may be said.

In the Senior event we have an equally triumphant result. A single-cylinder wins, with a similar type of machine tying for second place, and with a team of single-cylinders qualifying for the team prize. These results undoubtedly give one food for thought. The single-cylinder was the type of machine by means of which English manufacturers placed the British motorcycle foremost amongst the machines of all nations, and these results lead us to believe that it will continue to uphold its reputation in no mean manner.

**The Position of the Two-stroke.**

“How art thou fallen, O, Horatio!” Tim Wood, when he hurtled round his first lap in the miraculous time of 42 mins. 16 secs., caused the hearts of many to sink into their shoes. It was freely predicted that it would be impossible for a two-stroke to win again, but as Wood came by again and again, and yet again, with the race apparently in his hands, a two-stroke win seemed a certainty. But it was not to be, and the first two-stroke to arrive home was placed 18th.

**The Junior Race.**

In the Junior Race we find four two-strokes finishing, being placed 13th, 22nd, 28th, and 30th. We consider that the best performance amongst these was that of A. J. Jenkins, on the little 270 c.c. Ivy. This is the type of two-stroke that is undoubtedly the most economical to run, and which has given the best results when used as a power unit for the type of miniature motorcycle that has sprung into such wonderful popularity.

The two-stroke is a wonderfully fascinating engine, but it is certainly an open question as to whether it is advisable to complicate it or to increase it in size to too large an extent.

Efficiency must be taken into consideration, and it is useless turning out a machine of a certain declared horse-power which consumes the same amount of fuel as a machine of double its size. This is bound to react in the end, and a great deal of experimenting should undoubtedly be carried out so that the fuel consumption should be reduced enormously.

It may be argued that an extra drop of petrol and oil that is consumed, say, in 100 miles run is not

worth considering, but it is the constant extra consumption that adds up to the considerable amount that makes itself felt at the conclusion of a year's running.

The keen competition of the two-stroke that the four-stroke motor has had to combat with has undoubtedly had a most beneficial effect, and this competition will become even keener now that the two-stroke has had a temporary set-back.

**General Observations.**

On the whole, the machines did not prove as reliable as they ought to have done. Especially during practice was this noticeable, and if one toured round the course it was by no means an uncommon sight to pass a dozen riders in trouble.

Valves seemed especially to cause many stoppages, although this ancient cause of trouble was thought by many to have been finally scotched. Maybe the cause was due to over-efficient engines, if it is possible to have an engine over-efficient. Let us sincerely hope that this old bogey has not come to stay.

A few years ago it was imperative to carry exhaust valves in one's toolbag, but nowadays such a spare is almost a curiosity. Overstrong valve springs, hysterical cam designs, combined with the same port arrangements, with consequent restriction of gases, undoubtedly helped to cause trouble in this direction.

**Tyres.**

On the whole, a great improvement is in evidence with regard to tyres, perhaps one of the most vital parts of the machine. Compared with last year, a wonderful improvement has been carried out, and it is in this direction that the average tourist has to be very thankful for the lessons the T.T. teaches the tyre manufacturers.

**Steering.**

Owing to the wonderful steering propensities of the Scott racers, causing other manufacturers to build machines that will corner faultlessly, even further improvements have been carried out in steering. In a few cases, however, we noticed an almost childish disregard of this most important feature, which met with its due punishment. The majority of the machines could be steered hands off at wonderfully high speeds, a feature the excellence of which need not be enlarged upon.

**Multiplicity of Gears.**

The facts that the winning machine in the Junior event was fitted with a four-speed gearbox, and the winner in the Senior Race with a variable gear between certain ratios, certainly substantially prove the merits of a multiplicity of gear ratios.

Consequently we should not be at all surprised to see many four-speed-gearboxed machines make their appearance next year. In the car world the four-speed gearbox has undoubtedly proved its worth, and its general appearance on motorcycles is but a matter of time. The infinitely variable gear, necessitating, of course, belt drive, is superior to any arbitrary gear ratios, but a difficulty has to be overcome in obtaining a low enough bottom gear ratio. This can be, and has been, overcome on the Zenith machine by placing the variable pulley in a countershaft position, with a reduction between engine and countershaft. With a chain transmission—which, by the way, is not so impossible as first appears—this method of gear change would be ideal.

It is doubtful, however, if much improvement could be made over the long belt drive as at present employed on the variably-gearbed machine that we have indicated.



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# Two Gipsies on a Camping Tour

Our camp at Wheeden Cross, near Exmoor.



## An Enjoyable Holiday in Devonshire—The Pleasantest and Cheapest Way of Touring.

MY annual holidays being at hand, I persuaded my wife, who had never before slept in a tent, to accompany me on a camping tour. I decided to "do" Devonshire and the south-western counties, not, I confess, without some misgivings as to the capabilities of my last year's mount, a 3½ h.p. Ariel with a new, large and roomy sidecar attached, to climb the terrible Devonshire hills we had heard so much of, when fully loaded with passenger and luggage.

### Re: I "Gipsying."

As I write, visions of that charming county flit across my mind, with its wild moors and rocky headlands, its high hedges and dusty lanes and—its rotten roads—roads with deep ruts, pot holes, dust inches deep and stones that have never felt the persuasive argument of the steam roller, or the magic of the tar-spray brush.

But, to proceed, we proposed to do real "gipsying," and to camp each night, if a convenient site near the roadside could be obtained.

On the back carrier of the machine we carried our "commissariat" basket, containing "grub," a nesting set of aluminium saucepans, frypan, enamel mugs and plates, together with the many small etceteras which we might need. On the luggage board of the sidecar was strapped a Japanese basket in which was packed a complete tent outfit: sleeping garments and down quilts, Primus cooking stove, bucket and wash-basin, both of Willesden canvas, and other things; beside the basket was a half-gallon spare tin of petrol for emergencies. Finally we filled the large cupboard under the seat with changes of clothing, travelling rug, a new belt and some "spares," whilst the back of the sidecar was adorned with a spare tyre and tube. With the exception of the belt, the tyre and spares could very well have been left at home, as, happily, we had no need for them.

Thus loaded, with a hand camera and maps in our pockets, we made our way across London for Guildford. On the "Hog's Back" we stopped for a light lunch and to enjoy the view. We then made for Winchester and Romsey, the Ariel making light of the long rise out of the cathedral town. Dismounting at Romsey I found that we had unfortunately lost

our basket and tent equipment from the rear of the sidecar, the straps having slipped off. After a brief consultation a hasty return was made as far as Farnham, inquiring on the way from cyclists and other persons we met, but without success until we interrogated an A.A. patrol, near to the latter town, which led ultimately to the recovery of the basket and its contents, which had been found by a motorcyclist, who gave particulars of same and left his card with the patrol.

We waited some time in the neighbourhood for the return of the motorist and our luggage, but saw nothing of either.

### Good Petrol Consumption.

Being now thoroughly hungry, we found a woody copse, where *al fresco* we did justice to a meal which we had brought with us; later on we made tea, obtaining water from a farmhouse near by. Thus refreshed we again returned to Farnham to write and "wire" to the address given us, asking for the basket to be forwarded to Exeter, at which place we recovered it two days later, with everything intact. The gentleman who found it carried it a considerable distance on his machine, was put to much trouble and inconvenience, and no words of mine can express too fully our appreciation and thanks.

This is another of the many instances of the "freemasonry" which exists amongst motorcyclists, and I am pleased to take this opportunity of mentioning it.

The sun was setting when we bade Farnham a final farewell as we once more started on our outward journey, reaching the little town of Arlesford, where we put up at an inn for the night, having covered 170 miles during the day. Quite unexpectedly we had run out of petrol, having forgotten to replenish our tank, so our reserve supply came in useful, as also on subsequent occasions when on the lonely moors. I found we had covered 110 miles on 1½ gallon, or 88 miles to the gallon.

The following morning we retraced our steps to Romsey; and I may mention here that the road for the first five miles out of Winchester was in a very bad condition, deep with loose sand and sharp flints. The roads improved as we reached





## Two Gipsies on a Camping Tour (contd.).

the beautifully wooded New Forest, passing through the quaint village of Cadnam to Ringwood and the long valley of the Avon to Bournemouth, thence via Poole and Bere Regis to Dorchester, where the "curfew bell" is still sounded at 8 p.m. from St. Peter's tower. Finding a garage at the entrance to this town where benzole was on sale we filled up our tanks and set off for Lyme Regis. The long rise out of Dorchester was made in grand style. The hills now became really severe, being both long and steep, but our Ariel simply raced up, and we only dropped into bottom gear when on particularly stiff parts. Our previous misgivings as to the capacity of the engine to carry us with all our luggage had now vanished; we were in high spirits at the way she took the hills, and felt that nothing would now stop us, but we found our "Waterloo" later on.

The scenery became bolder as we proceeded—high moorlands, lofty hills, with peaceful valleys, and an occasional glimpse of the sea could be seen through a rugged coast line as we approached the ancient town of Bridport. When about half way up the long, steep hill near Chideock the engine suddenly gave out; upon investigation I found I had accidentally closed the throttle when bumping over a road gully. This was our first involuntary stop. There was nothing for it but for my passenger to get out (a kick-starter is a refinement not fitted to my 1912 machine), and give a mighty push sideways across the road. Thus started up again, I declutched for a moment to allow my passenger to climb in; we then pulled to the top on bottom gear without further trouble. The long descent into Charmouth gave an opportunity for cooling down before climbing the formidable hill on which this town is situated. Ascending the hill, we missed the turning to Lyme Regis and found ourselves at "Charmouth Tunnel" before discovering our mistake; returning, we proceeded cautiously down the hill to near the "V" fork leading to Lyme, which branches off on the steepest part of Charmouth Hill. My passenger got out, considering the corner too dangerous to be pleasant. The first attempt failed, as I had to shut the throttle in order to get round the "V," which has a loose surface and gradient of about 1 in 4 at this point. A second attempt was successful, and took me to the top of this narrow, winding pass, known as the "Devil's Bellows," I went up on bottom gear, the engine picking up splendidly when I opened the throttle. I waited for my wife, well pleased with the performance of the machine.

The long drop into Lyme Regis needs great care, for the road becomes very narrow and steep as we enter the town, turning sharply to the right, across the narrow stone bridge and into the broad main

street by the sea. As it was nearly dark we put up here for the night. Lyme Regis is a very quaint, old-world, seafaring town, and is noted for its "cobb" or ancient stone pier forming the harbour.

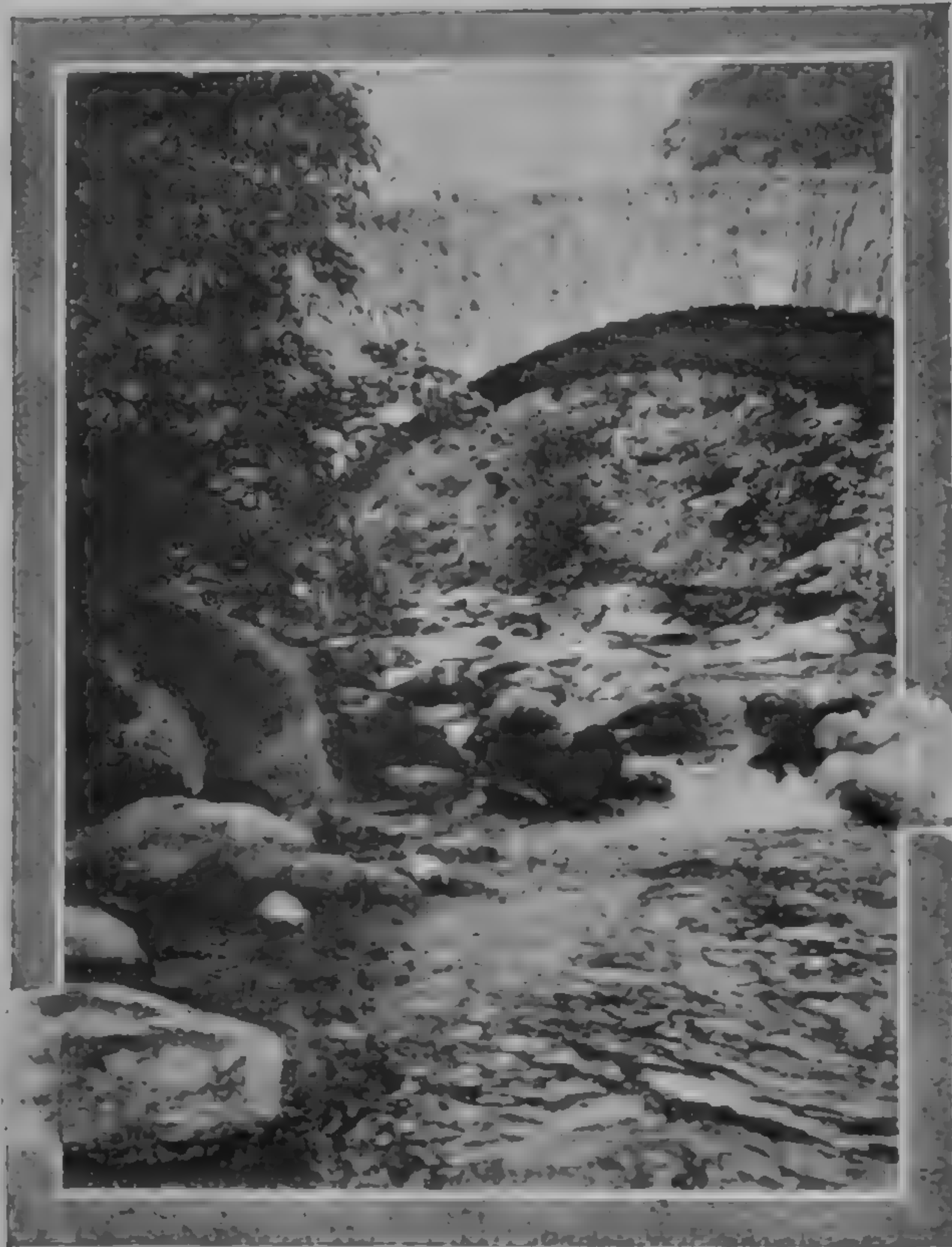
In the morning we made our entry into Devonshire, taking the coast road to Exeter, passing en route the towns of Axmouth, Seaton, Sidmouth and Exmouth. Some exceedingly stiff work is met with on this road, which rises and falls almost continuously, and has many single-figure gradients and corkscrew turnings, necessitating much bottom-gear work. Once we were stopped through the engine overheating on Peak Hill, out of Sidmouth, which is a particularly long and stiff climb. The road surface for long stretches is simply atrocious, but the splendid scenery and the interesting towns visited have compensations above mere road troubles.

At Exeter we found the railway station and recovered our tent equipment. Leaving the town and still hugging the coast, we proceeded through some typical Devonshire villages, with thatched roofs and quaint "cobb" walls, to "Dainty Dawlish." Here we took in a supply of provisions, and, the weather being hot, decided to camp early, so found a delightful nook at Halcombe, near Teignmouth. Having obtained the necessary permission, we pitched our tent amongst the orchards facing the sea. Soon the roar of the Primus stove was heard as we made our coffee and enjoyed fruit and cream obtained at the farm.

Next day we were "up with the larks," and after a dip in the "briny," breakfasted and packed up. It was still early as we rode down the dangerous hill into Teignmouth on our way to Torquay, Paignton and Kingswear. The scenery along this coast road is highly picturesque and romantic, and at many points magnificent views are obtained.

Crossing the Dart by the steam ferry, a fine view of the "English Rhine" is obtained. On either side are seen the towers of Kingswear and Dartmouth Castles perched on rocky eminences. Approaching Dartmouth from the river one is struck by its very Continental or foreign appearance. Leaving the town and its ancient "Butterwalk" we made for Plymouth, passing Slapton Sands (the angler's paradise), Torcross, Kingsbridge and Yealmpton. The road undulates considerably and winds in the usual Devonshire manner, but has one or two really fine level stretches. As we ascended the long hill into Churchtown the belt began to slip badly, compelling a stop to shorten it, so I shed my passenger and finished solo.

Plymouth was our centre for several days, during which we explored the surrounding country. One night we camped on "wild" Dartmoor, some 1300 ft. high, close to the river Walkham and under the shadow of the granite-capped tors: as night fell the aspect was both weird and lonesome.



The river Lyn, near Lynmouth



# THE JUNIOR 'T.T.' TRIUMPH OF



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## Two Gipsies on a Camping Tour (contd.).

Startled by the thud of many hoofs we looked out and saw a troop of those pretty little Dartmoor ponies coming towards our tent, evidently bent upon investigating things for themselves, but on seeing us they turned about and scampered off down the valley and we saw no more of them. It was bright and clear when we turned in, but the morning found us enveloped in mountain mist, which, later on, turned to rain, and the day was well advanced before we struck camp and got away. A wet tent is a bad companion for one's pyjamas, so we waited for it to dry.

I fully agree with the writer of a previous article as to the state of the roads on Dartmoor, which are exceedingly loose and very bad for the tyres. Some of the many "gentlemen" of the broad-arrow mark, met near to Princetown, could be well employed mending and improving these rough moorland roads. Princetown, which is little more than a village, is situated on the moor, some 1400 ft. above the sea, and is the highest "town" in England. It is uninteresting except for its grim fortress-prison (for which permission to visit is difficult to obtain), and the won-

tion. A stop was made for adjustments and a "tune up"; the exhaust valve, when examined, showed signs of wear and was then ground in. The couple of hours thus spent undoubtedly contributed largely to the wonderful way we went up the hills met later on in North Devon.

The road to Barnstaple was now taken, passing through the old market town of Crediton to Lapford and Portsmouth Arms station, where, as it was getting dark, we camped for the night on the lovely hillside in the famous Lorna Doone valley, the most beautiful in all Devon, through which the road runs for 25 miles, side by side with the railway and the rivers Yeo and Taw.

Barnstaple, with its ancient sixteen-arched bridge over the Taw was passed on our way to Woolacombe Bay, near to Ilfracombe. There is a drop of some 500 feet into Woolacombe, which can now be approached by the new road from Morteohoe Station, two miles from the sea. It has an easy slope for about a mile, then becomes steeper to the bottom with a good surface; the road is fairly broad and open, a refreshing change from the narrow, bumpy lanes over which we had travelled.

The bay is noted for its fine sands and safe bath-



(1) Lynmouth Harbour. (2) Barbrook Mill, near Lynton, at the foot of the famous Beggar's Roost Hill.

derful railway which rises to the town by a series of tortuous curves from Yelverton. There is much stiff hill work to be done on the moors; some of the hills would be quite impossible for a 3½ h.p. sidecar outfit without a variable gear, and our three speeds were in constant use.

The road through Ivybridge, Buckfastleigh and Chudleigh to Exeter was next traversed, skirting the edge of Dartmoor with its many tors and passing some very wild and solitary country.

## A Nasty Experience.

A narrow escape from a nasty accident occurred near Exeter, when overtaking a traction engine with heavy trailer attached, which was monopolizing the middle of the narrow roadway. Seeing sufficient room to pass, our speed was not materially slackened, but when abreast of the trailer the driver of the engine, without the slightest warning, pulled to the off side and shut us in; by mounting the sloping grass border we managed to get through without a smash, but nearly capsized in doing so.

Our new sidecar couplings had pulled round on their seatings, due no doubt largely to the rough and bumpy roads traversed, giving the machine a list inwards and the saddle an uncomfortable posi-

ing; many visitors to Ilfracombe come by the railway for the bathing.

## An Ideal Camping Ground.

Our tent was pitched in the valley, near to the sea, and became our headquarters for the next few days, during which we visited the villages and towns near by. The view from our tent was most majestic; on either hand rocky headlands were seen jutting into the sea; in front the sandy shore leading to the base of precipitous cliffs, whilst behind, the high hills formed a fitting background.

On our trip to Ilfracombe we essayed the cliff road to Morteohoe; the road is good along the lower portion, but becomes narrow, winding, and precipitous as it ascends, with a terribly loose surface. An old, disused toll gateway stands at the steepest part, and here we were nearly trapped by a huge car which shot round the corner from above; the driver appeared to be quite unable to pull up or check its speed. I opened my throttle and gave a sigh of relief as we just cleared the narrow gateway when the car shot by. To climb this severe hill, with its loose and stony surface, was expecting too much from our engine, so I dropped my passenger when near the top and finished solo.



**Two Gipsies on a Camping Tour (contd.).**

Mortehee is a picturesque village situate on a rocky headland some 600 ft. above the sea, with narrow winding turnings and whitewashed cottages. Ilfracombe is the largest seaside resort in North Devon, and is too well known to need describing here. The town and suburban roads are well made, and our engine made light work of the hills in this neighbourhood.

Bidding adieu and taking the new road out of Woolacombe, which was climbed in grand style, we started for Lynmouth, passing Coombe Martin and Blackmoor Gate. The road is exceedingly hilly and rough, with large patches of loose stones in places. From the fork road leading to Lynton there is an appalling drop of about 700 ft., with a gradient of 1 in 5, into Lynmouth. The road has a fearfully loose surface and some sharp bends near to the bottom, but our combination was kept well in hand, using the engine against compression to assist in braking, for we were well loaded with luggage. When at the bottom I wondered, when seeing the awful hills around, how we were going to get out.

**The Easiest Way out of Lynmouth.**

However, after lunch and a look round this unspeakably lovely village, we left by the comparatively easy road through the Watersmeet Valley, which leads to Exmoor and rises for about three miles to a height of over 1000 ft. A halt was made when some way up to explore the glorious valley and to view the West Lyn, which roars down in a wooded gorge amid mossy boulders, joining the East Lyn at "Watersmeet" amidst romantic surroundings. The road became much steeper as we proceeded, and the surface again very rough, with loose stones everywhere; after a mile or so our engine became "tired" and conked out. Allowing for a cool down, the combination was driven solo for a short distance over the steepest part, taking a hairpin bend on the way, then another stop to wait for my passenger, and, restarting, we pulled to the top of the hill with full complement, overtaking on the way a huge motor char-a-bancs which had passed us lower down. Another dismount to open the swing gate, and we were upon Exmoor—all roads leading to Exmoor are barred with gates to keep sheep and cattle from straying.

The road undulates across the lonely moor; looking back fine views are to be seen, but the moorland is interspread with gloomy valleys and has a dreary aspect. The road called for so much attention owing to the deep wheel ruts and loose stones, larger than one's fist, being so continuous, that the eyes were unable to wander for many moments at a time.

The belt, which had several times been shortened, now pulled through its fastener and was lying on the dusty road. It was then that the desolation of Exmoor made itself felt—a truly awful place for a breakdown; fortunately we were provided with a spare belt, which was soon fitted.

**Where a Sidecar Brake is Necessary.**

We had reason to congratulate ourselves that this incident occurred on a level stretch, for the results might have been most disastrous had it happened when descending Lynmouth hill. This points to the necessity of providing a suitable brake to the sidecar for use in hilly country and for emergencies.

The long and very steep hills at Simonsbath and Exford were successfully negotiated on our way to "Wheeldon Cross," which was reached as the light was fading, with a thick white mist enveloping the countryside. Finding a suitable site, we halted for the night, and pitched our tent by the light of our lamps on the hillside, 1000 ft. above the sea. The kindly owner of the farm, from whom permission to camp was obtained, filled our canvas bucket with

water and brought us dry bracken to lie upon, which made a most luxurious bed, and the machine was stored in a barn for the night.

The road to Minehead was next taken, and after a look round this interesting watering place we left for Weston-super-Mare, passing through Williton and Bridgwater. From Wheeldon Cross the roads in Somerset are good, and a marked contrast to those of Devonshire. Glorious views of the Bristol Channel and the two Holme islands are to be seen for many miles along this road, which lies through some very pretty country.

**Wonderful Caverns.**

A pleasant day was spent at Weston, a go-ahead modern health resort, principally patronized by Bristolians. The Channel here is about 10 miles wide, and the Welsh mountains can be seen; at low water there is a wide expanse of sand and mud flats. From Weston our journey home was commenced, and the route via Wells, Andover, and Guildford was selected. Stops were made at several interesting towns. The wonderful stalactite caverns, marked cross and cliffs at Cheddar, and the beautiful cathedral, Bishop's palace, with its moat and bastioned walls at Wells were inspected. From Wells we somehow took the wrong road and went to Glastonbury, then proceeded via Shepton Mallet and Frome to Warminster. Some long, steep hills were met when crossing the "Mendips" near to Shepton, but these gave us no trouble. It was late and very dark when we left Warminster. After a substantial meal at the "Bath Arms," we rode some five or six miles towards Salisbury, keeping a look out for a suitable place to camp. Finding a gap in the roadside hedge close to some hayricks, we took "French" leave and wheeled the machine into the stubbly field; the tent was erected in record time under the lime-light of our lamps, and, helping ourselves liberally to some loose straw, we made a bed that a king might envy. We were very tired when we turned in, but were early on the road the following morning, to save possible explanations to the landowner. It had rained heavily during the night, and the waterproof sheet had blown off, leaving the machine exposed to the weather. A wipe down became necessary, and the engine needed some "coaxing" before it could be persuaded to start; the rain had got into the carburettor and plug terminal. These matters being attended to, a start for town and home was made via Andover, Basingstoke and Guildford, visiting en route the ancient Druidical remains at Stonehenge: this place gave some trouble to locate, owing to the lack of direction posts on Salisbury Plain and, getting off the track, we were let in for a long stretch of unrolled, sharp-pointed flints.

**Absence of Tyre Trouble.**

The most remarkable thing of our tour was the complete absence of tyre troubles of any kind, and I consider it really wonderful that any tyres could stand such continuous rough usage over such fearful roads without a single puncture. I fitted a set of Hutchinson tyres to the machine and sidecar before setting out, and I think it is due to the makers that some mention should be made as to their splendid wearing qualities. On our return, the front and sidecar tyres scarcely showed any appreciable signs of wear, whilst the back tyre (passenger type) had sustained some small surface cuts, the centre row of studs were worn down but still visible, and the side studs were only slightly worn: this cannot be considered otherwise than most satisfactory.

We also went through without a single mechanical trouble, which speaks well for our 1912 machine and incidentally proves the reliability of the modern motorcycle when ridden with ordinary care.

NOMAB.



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**TOURIST TROPHY.**

Mr. G. Boyton, on

**TRIUMPH**

**1<sup>ST</sup>**

**PRIVATE OWNER.**

"A notable competitor was Boyton on a Triumph. Boyton, who is an amateur rider, went through with great determination and actually occupied fifth place at the finish, while he had the honour of being the first amateur."

*Vide Press.*

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"The result was a triumph for the belt-driven single-cylinder machines, which types were ridden by both the winner and first amateur."—*Vide Press.*

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**T.T. RACE**  
**3**  
**ROVERS**  
**STARTED AND**  
**3**  
**FINISHED.**

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The Rover Company Ltd.  
Meteor Works, Coventry.



## MY FIRST T.T.

A Totally Inadequate Word Picture of the Most Sporting Race in the World.

By THE GIPSY.

**I**T was with no particular feelings of excitement that I joined the MOTOR CYCLING special train for the T.T. To tell the truth, I felt rather bored, for I have never found any very keen thrill in watching motorcycle racing. I prefer to tootle around myself.

I imagined the T.T. course would be over wide and perfectly safe roads, and I supposed I should sit in a grand-stand and see, every five minutes or so, a young man, grotesquely garbed, screech by. I thought there would be little excitement, for no one would know the position of the riders unless he fixed his whole attention on a very complicated scoring board. I argued that it would not even be so interesting as Brooklands racing, because on the track one can at least see the riders nearly all the way round; but on a 37½-mile course what could one expect to see?

I make this frank confession of my ignorance, because it is possible that there are still a few motorcyclists who have the same false impressions of the greatest sporting event of the year held in the United Kingdom, or I will go so far as to say in any part of the world.

I have seen races of practically every kind, and the sports of most nations, from Spanish bullfighting to the duels with razor-edged swords in Heidelberg; but never, until I went to the Isle of Man, did I realize the real thrill of a sporting contest.

The T.T. is horrifying; it is hair-raising; it is magnificent. It makes one feel proud of our country to know that there are young men to-day who are not only willing, but anxious, to face the tremendous risks of such a

race, and we may also be excused a little thrill of pride when we find that Britons score against all the world's best riders that are sent to meet them. And this race is not merely an exhibition of brute courage; it demands many qualities—skill, coolness, technical knowledge, and quickness of hand and brain.

Take your place with me on the grand-stand for a few moments. The men with their machines are lined up ready to start. The timekeeper stands impassive, ready to give the words that will send these young men streaking round the Isle at a speed that makes the observer's nerves tingle and his heart beat with the sense of danger.

You will not see a muscle twitch in that double line of keen young faces. Some of them turn to smile at their well-wishers. Derkum, the American crack, lies at ease on the ground while he waits his turn. There is no fiddling with the machines at the last moment, for everything that is humanly possible

had been done long ago. All are waiting for the word.

And now a hush falls over the crowd of watchers. The time of starting has arrived. No. 1, the winner of last year, is ready. The timekeeper gives the sign.

From the crowd comes a roar of encouragement, the rider heaves his machine forward, throws himself into the saddle, opens the throttle, and—whirr!—he is diving headlong down Bray Hill to what looks like certain death. At that speed he will surely not be able to take the turn at the bottom, and you hold your breath. Still he does not slacken, and as he gracefully swings round the curve at 70 miles an hour you understand why experienced riders call him the finest cornerist in the world.

Another and another of the human rockets hurl themselves into space; some swerve horribly, one or two nearly leave their machines as they leap over bumps in the road, and your heart jumps into your

mouth as you see them. There is something terrifying about the speed that makes you feel as if you could scream if a fragment of paper were to flutter on to the course in front of them.

More and more of those living thunderbolts streak down the hill, and then suddenly we hear the shrill scream of a policeman's whistle, and look at each other in blank amazement.

What's happened?

Again the whistle shrills through an uncanny silence, and then loud comes the cry, "Stop the race!"

The impassive timekeeper looks confused for a moment.

Now from the crowd at the bottom of the hill comes the thrilling cry: "Doctor! Doctor!"

The roar sweeps up the course.

"Ambulance! Doctor!"

So keenly have nerves been strained by the maddening sight of speed that we think for a moment some awful holocaust has happened. Has a machine dashed into the crowd and dealt out death to a dozen spectators besides the rider? Women watchers turn pale: men start running down the side of the hill, climbing iron fences, stumbling over rough ground.

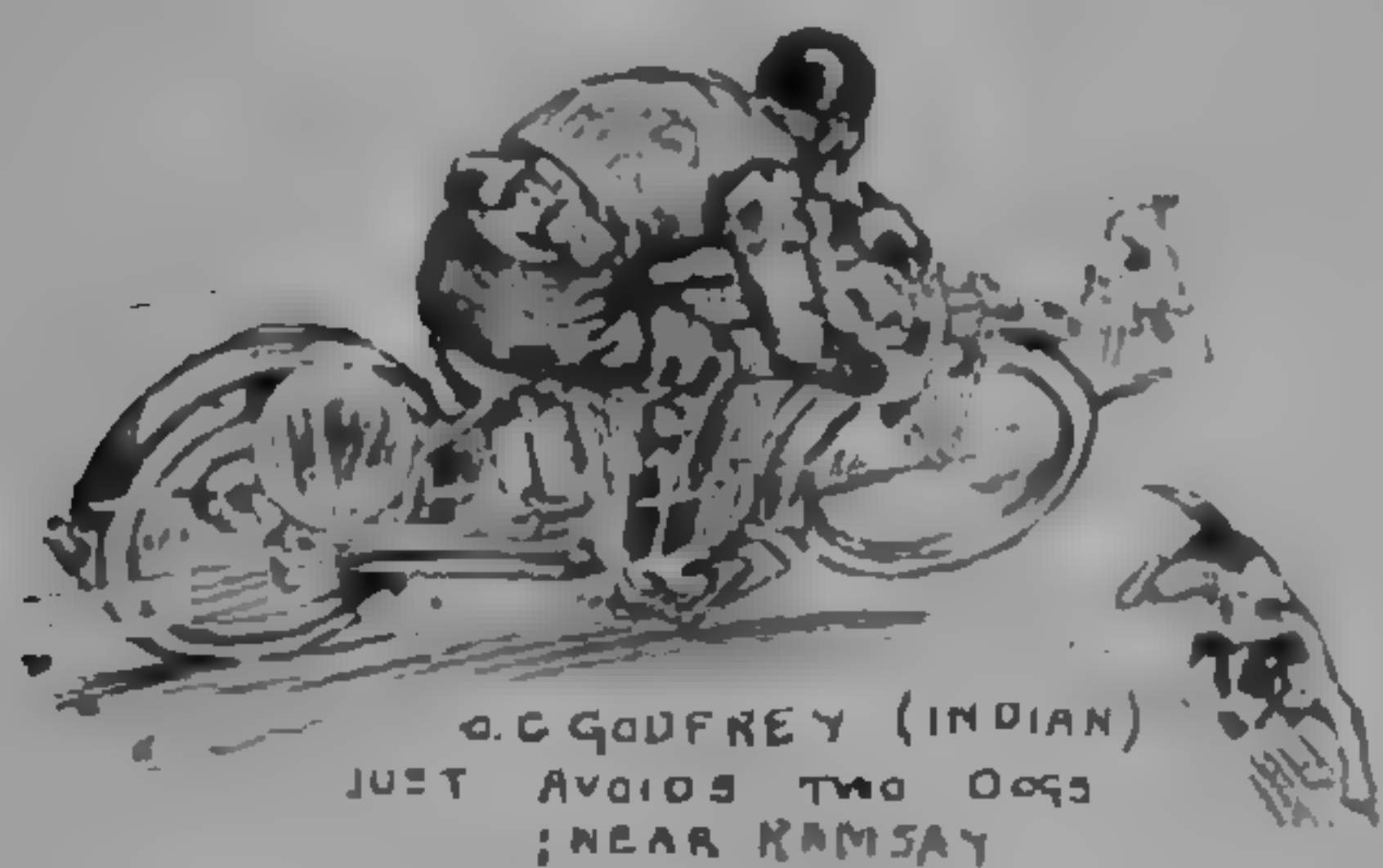
Now the race goes on again. Slowly the news comes round that Vaughan Knight, on a Chase machine, has hit the bank and been taken to hospital.

Again the fierce speed.

You look at the line of men still waiting to start, and wonder what are their thoughts. Has the first



C PULLIN ON THE WINNING RUDGE NEARING BRADEN BRIDGE ALL OUT



O.C. GODFREY (INDIAN) JUST AVOIDS TWO DOGS NEAR RAMSAY



PAUL DERKUM AND NOEL BROWN (INDIANS) CORNERING AT QUARTER BRIDGE AT SPEED

TIM WOOD DOES SOME FINE CORNERING ON HIS RECORD LAP





## My First T.T. (contd.).

catastrophe shaken their nerves? You will read nothing from their impassive faces, but perhaps your own nerves have been somewhat shaken, for the horrid thought flashes through your mind that among those keen-eyed youths some must surely pay the penalty in this fierce, mad race. You shake your head to drive away the thought. Another man flashes down the hill—surely more recklessly than any who have gone before, and as he sails superbly round the corner that one competitor has already splashed with red, your heart thrills with pride again. He is English, and he is not afraid.

And now the speed-lust is in your own blood. If only you were on a fast machine yourself in this glorious blind! You'd show them! Cornering? Well you can corner *some!* Whirr! Whizz! Good—fine—go it, Collier! Stick to it, old man! Don't cut-out! Good! oh, good! Here they come! Heavens! what a wobble! He's off—no—oh! Well saved, sir! Hooray! Hooray!

The T.T. fever has caught you now. Danger? Where would England be if we thought of danger? This is sport—sport that thrills you to your finger-tips. This is life!

Come down to Quarter Bridge! Run, man, run! Don't miss an instant of the race. Come along! Dash this barbed wire! Torn your breeks, has it? Oh hang! Come along!

They're cheering down there! Whirr—bang—biff—bang—bang! Hear the explosions in the exhaust pipes as the riders cut-out for the corner. Watch now. Down the hill they fly, wheel level with wheel sometimes, exhausts banging like guns, brakes on. Round the sharp bend—no time to look at the ugly jagged stone wall that waits for them if they skid. Heavens! what an angle they lean over at! Surely no tyre can hold! They are round, and one man has got the inner position and is accelerating terrifically away from his rival.

Bravo! Bravo!

A shout! Great Scott! A dog on the course! A big, black brute, wild with fear, is streaking down the road towards three riders who are coming down the hill together. A frightful smash seems certain, and, for a moment, you feel you must shut your eyes. A young man darts on to the course, policemen yell! Bang, bang—biff—bang—pop! The dog, crazed with panic fear, has leapt from the road and you breathe again! But that was a squeak! My word, yes!

Biff—bang—bang—here comes another racer—yellow spurts of flame from his exhaust pipe! Whew! he's taking the corner wide—a wobble—he'll never do it! There—well played—no—heavens! he's charging into the crowd—played again! No—he mounts a bank of sand and gravel and falls against the rough stone wall with his machine on top of him. A cinema operator points his camera at the fallen gladiator and turns a handle cold-bloodedly while policemen lift the machine away and help the rider to rise. Hurt? No, nothing serious. The racing fever is in his blood—he'd go on even if bones were broken. A kick to straighten a bent footrest, a quick glance over the machine, and he is off again. The crowd yell with delight. Plucky? Yes—this is the T.T.!

Here's Wood again! Hooray! Record lap for the course—my word, can't he corner—look at the acceleration, too! Good old Scott! Do the hat trick, Tim. You're running away from the field.

B2

But Harry Collier is putting on the pace and he's out for blood now. After him! Hooray!

It's neck or nothing now—A race—desperate, relentless. Many are already out of it, hung up with all sorts of troubles at different points round the island. The leaders are fighting it out yard by yard. Round the dreaded Ramsey hairpin—no time for talking of caution now—the man who is ready to take the most risks will win—if he doesn't crock up.

Down the mountain—eighty miles an hour! God help the man whose front tyre bursts! It's mad—mad—it's fine!

You try to light a cigarette and find your hand is shaking with excitement. And you are only a looker-on! What must it be for the riders?

Back to the grand-stand for a glance at the scoring board. More barbed wire fences, more ruts and tufts of grass that catch your hurrying feet. But you don't mind. Who's leading? Collier; but Wood stopped for petrol. There go the numbers! Wood's leading again—good old Scott! Now watch, he'll be signalled from Ballacrairie directly—lap at over 53 miles an

hour—my word! More and more flash by, and the crowd roars at its favourites. But what's this? Wood ought to be at Ballacrairie by now. He's in trouble. Minutes fly by—no news—and now we know that the favourite is out of the race. The pace is too hot for him to hope to pick up. It's Collier's race then—if his machine stands up. But almost before this is realized someone is shouting through a megaphone that H. A. Collier has retired, and we hear later that the frame of his machine broke as he was approaching Sulby, and that he has broken his knee-cap, and escaped death by a miracle.

Pullin leads, Davies and Godfrey hard behind fighting for first place. Last lap—last lap—now—the man who takes the most risks—successfully—wins the T.T.

The tension becomes almost unendurable as we wait for news. Every minute riders are flashing by with even greater dash than at first; but our interest is turned to the scoring board. Riders come in and finish, but they are not the winners, for those who started late have run through the field. There is confusion—none of us know who has won. We see men lifted off their machines and helped into the paddock, and now, for the first time, really realize what the strain has been.

They are quivering in every muscle. Some of them, strong-nerved young giants, look as if they were about to burst into tears! Willing helpers hand them brandy and soda, and bathe their dust-blackened faces with cool water. The quivering nerves steady, and the dazed eyes brighten again as friends crowd round to congratulate them. What a strain! Heavens! what a strain! Think of it. Two hundred and twenty-five miles of dangerous road, hairpin corners and down-hill blinds, at an *average* speed of close upon 50 miles an hour.

And now we are crowding round to shake the winner's hand. Pullin—Rudge—well done, old man, you deserve it. Hooray! The slim boy who has streaked round that course faster than any rider in any T.T. race before pulls his shattered nerves together and smiles modestly. And well may he smile, for he has won the most coveted prize of the year—that silver statuette for which he pluckiest of British young men gladly risk their necks.

Here's to you, Pullin! You've proved yourself white all through to-day.

THE GIPSY.



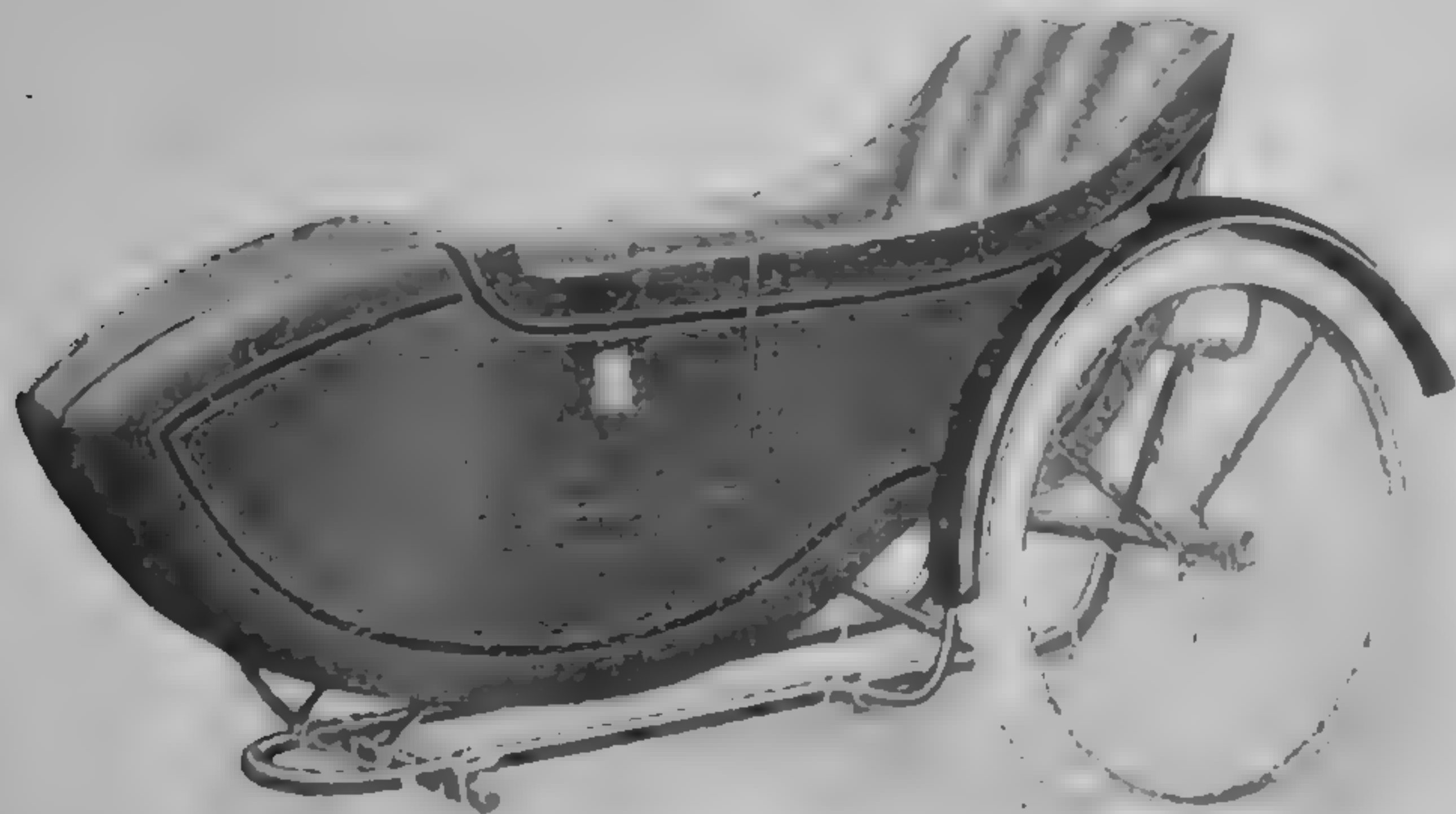




### Sunrise Rides—The Gipsies at Egham—A Word About Tyres—Sidecar Made of a Dustbin.

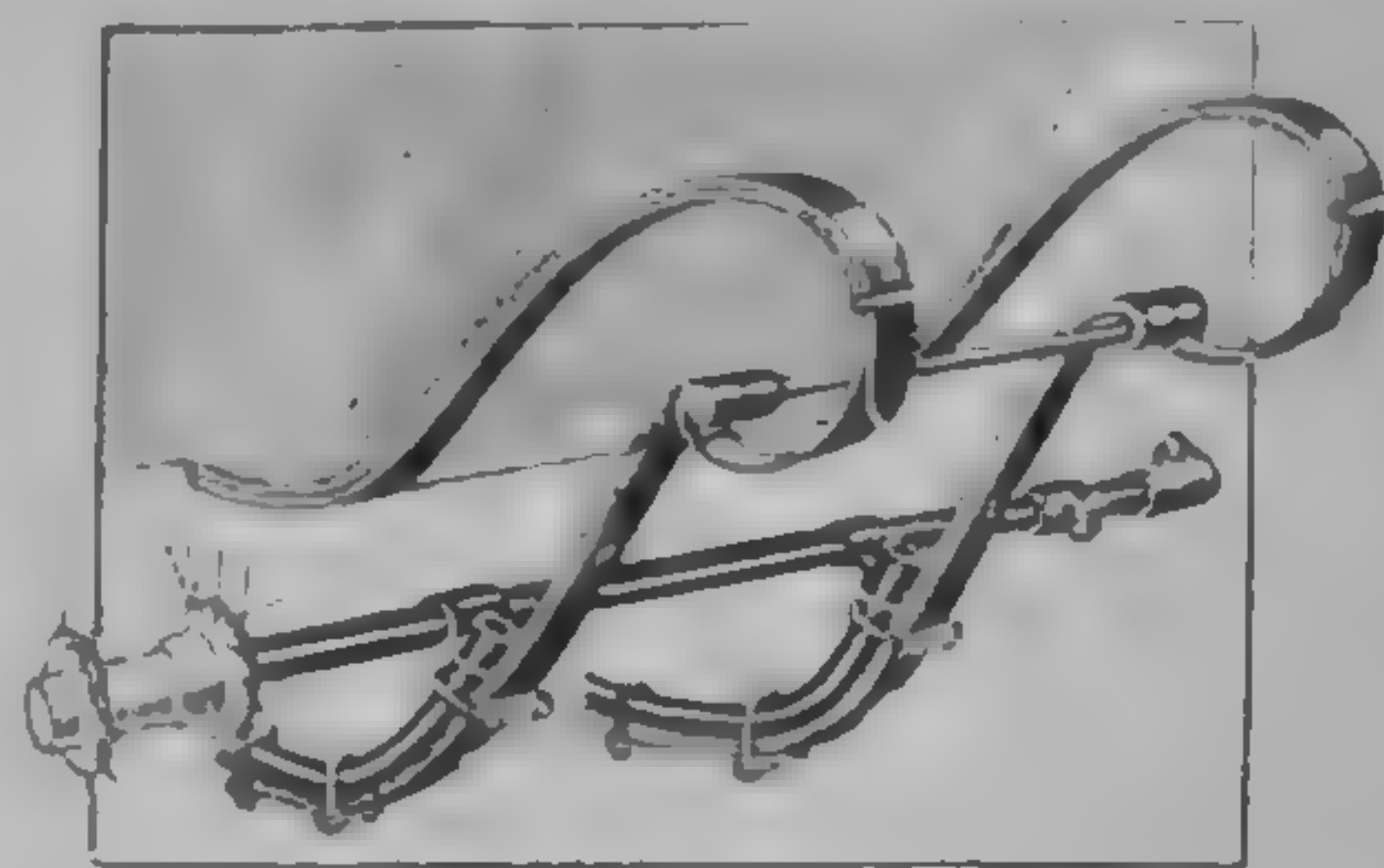
NEVER has a summer arrived in such gorgeous attire as this one. All England is a garden of blossom! A few days ago I had my first early morning run of the season, and it will be a long time before I forget the impression of sunlight on the meadows sparkling with dew, the masses of red and white may, laburnums, mauve and white lilac, and orchards and woods containing every shade of green. At this time of year the country is beautiful at all hours, but never quite so fascinating as in the coolness and freshness of sunrise. But the delights of early morning riding do not end here. This is the only time one can drive without fear of traps and limits. Country towns are absolutely deserted, roads are clear for mile after mile, and one seems to have the whole world to oneself. I think most sidecarists would become enthusiastic over early rising if they would make the experiment. One great advantage is that it makes an average weekend seem twice as long. One can jaunt down to the sea on Saturday afternoon, make a little tour on Sunday, easily cover 60 or 70 miles early on Monday, and get in to business at the usual time.

What a day at Egham! I do not think I have enjoyed any of the Gipsy picnics so much. The sun



The Elite sidecar.

was blazing, and I should fancy most of the ladies were anxiously regarding their complexions when they got home. Gipsy Club weather seems proverbially fine, and if we are favoured with another such day for the Burford Bridge meeting all records should be broken. I fancy the most popular events at the gymkhana will be the 25 yds. T.T. races, which proved so attractive at Worthing. I know there is going to be rather keen competition between some riders of 6 h.p. New Hudson, Matchless, Indian, A.J.S. and Clyno machines for the world's 25 yds. sprint championship. It is to be rather a "rag."



The compound laminated springs of the Elite sidecar.

The other day I had a very interesting chat with one of the leading manufacturers of sidecar machines, and in the course of some heart to heart confidences he told me that he had great faith in the future of shaft drive for medium and high-powered outfits. I should not be at all surprised to see more than one machine with this car-type of transmission staged at the next Show.

Last week end I completed my 5000th mile on a set of 3 in. tyres, and it may interest other sidecarists to know that in that distance I have only had three punctures, and that the tyres, though worn smooth, still seem good for any amount of hard work. Each tyre has had its turn on the back wheel, and they have been over all sorts of roads, with a fair amount of freak hill-climbing thrown in. I fancy this is a fairly good testimonial to the 3 in. tyre, and I think manufacturers would be well advised to fit this size as standard to all sidecar machines of 5-6 h.p.





Mr. Tom Stevens on a 4 1/2 h.p. James, mounting Stoupe Brow.

and over. The large tyres add considerably to the comfort of a machine, and, so far as my experience goes, practically eliminate the chances of trouble.

The most novel sidecar body I have yet seen appeared at the Gipsy picnic at Egham. Its proud owner had constructed it out of a *dustbin*. The receptacle of rubbish was of the usual round type, with a cone-shaped lid, and the ingenious sidecarist had fixed the lid on so as to form a pointed streamline front, and had cut an aperture in the galvanized-iron body large enough to accommodate a passenger. The interior was then upholstered, and the exterior painted bright red. I have seen many worse-looking sidecars; in fact, it was generally admired.

I think there is a big improvement in the appearance of sidecarists on the road this year. The warm sunny days now tempt drivers and passengers to give



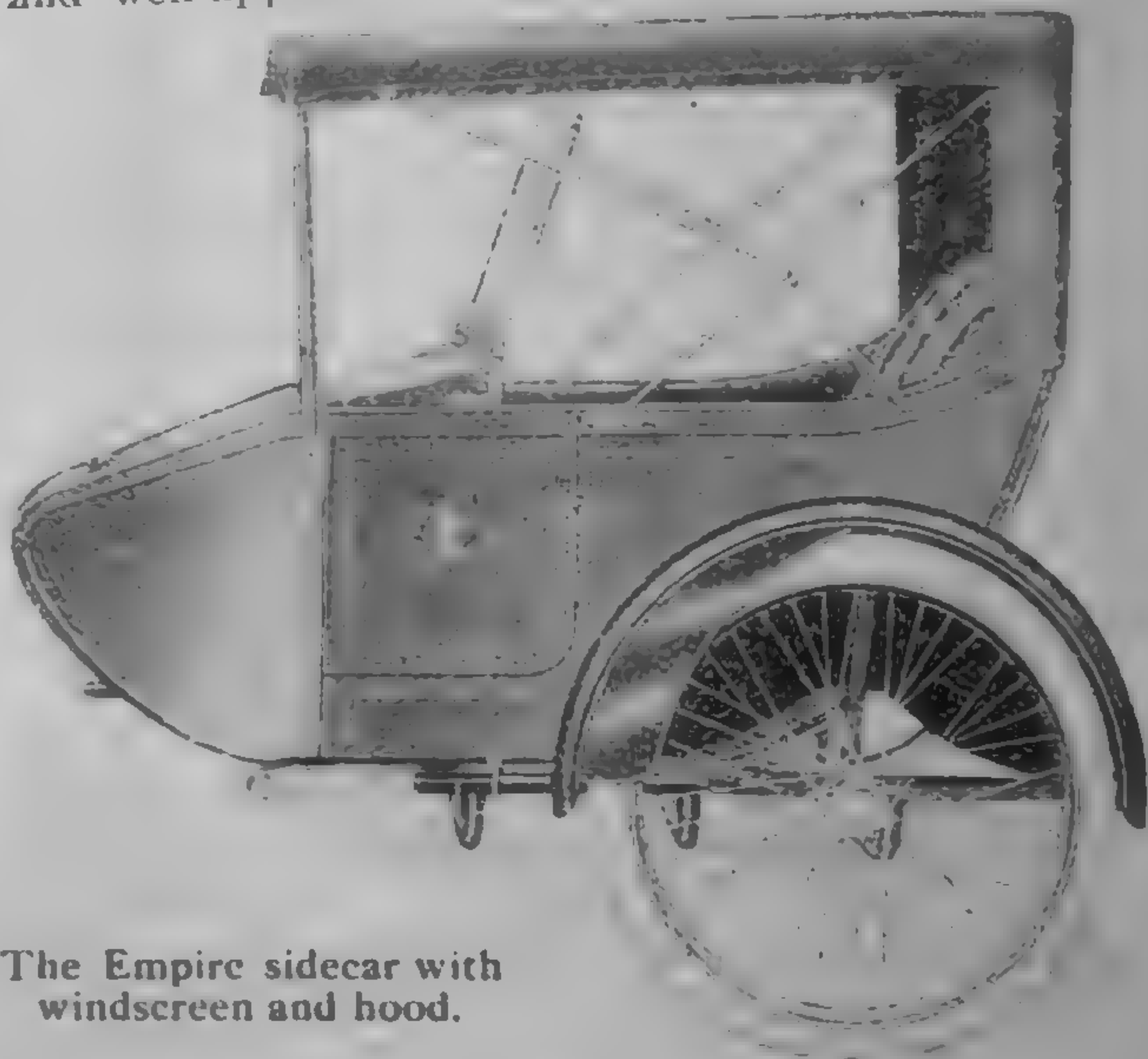
Five passengers in a sidecar, a party seen at the gipsy picnic at Egham.

up the somewhat fearsome garb of winter, and to appear in white or light-grey dust coats. These are quite the ideal summer wear so far as appearance

goes, and the ladies who wear with them light woollen caps, with a little edging of colour, contrive to look particularly smart.

A friend of mine who is the owner of a 3 1/2 h.p. twin solo machine that is "some mustard," is extremely anxious to fit a light sidecar, and challenge my 5-6 h.p. twin to a road and track test. He is convinced that a good 500 c.c. can hold its own against any 750 c.c. touring machine with heavy coachbuilt sidecar. If the match comes off it may prove instructive. In the past I have usually found that my averages are very much higher on the bigger machines than on the 3 1/2 h.p. with sidecar, though on the level the advantage may lie with the 500 c.c. outfit tuned for speed.

Messrs. Harrison and Sons, of 51, Constitution Hill, Birmingham, have now a very representative assortment of sidecars. The models range from coachbuilt to wicker, and the prices compare most favourably with similar attachments on the market. The Elite strikes me as a very handsome and well-appointed vehicle, and with its special



The Empire sidecar with windscreen and hood.

design of springing should be most comfortable. The springs are of the compound laminated type, working independently of each other, the lower and upper springs being attached to a cross-plate at the rear. The lower ones are tethered to the rear down tube of the chassis, whilst the upper ones are bolted up to the under side of the body. The chassis is of neat design and underslung, with rounded front, and is built of 1 1/2 in. best weldless tubing. A detachable wheel is fitted as standard, whilst Michelin 26 in. by 2 1/2 in. tyres are specified. The bodywork is good, and contains pockets and tool chest under the seat. Upholstery leaves nothing to be desired, and the whole presents a very attractive proposition for 11 guineas.

Another model is the Superb, which is mounted upon a three-bar drop chassis, giving a low comfortable position. The construction of the body is of timber, but covered with close annealed cold rolled steel. Inside we find the usual fittings. In place of an apron, this model has a hinged wooden flap, which also carries the windscreen if such is specified, this and a substantial hood being extras. Mudguarding is on good lines, the wheel being protected both inside and out by guards. Attachment can be had by three or four point, the latter being at slight extra cost. Either car is fitted with very neat quick detachable joints. Standard colours are dark green or grey, though any other shade can be had to order. The price of the Superb is £15 15s. A.P.1661.





### Gear-changing Advice--Fun with a Bad Starter.

I HAVE been severely taken to task for stating in a recent issue that I did not consider  $3\frac{1}{2}$  h.p. sufficient for sidecar work—at a satisfactory speed. Most of my correspondents apparently did not notice the words “at a satisfactory speed,” and in consequence I have been asked if I have ever driven a  $3\frac{1}{2}$  h.p. and sidecar, and, if so, whether my driving is “enexperienced,” as someone put it.

One expert even offered to take me out in his  $3\frac{1}{2}$  h.p. and sidecar, when he would average untold speeds all day and climb any hill I could find. I refused his kind offer, knowing full well that good  $3\frac{1}{2}$ 's in good tune and capably handled can perform marvels, but, as I stated before, 75 per cent. of the  $3\frac{1}{2}$  h.p. sidecar outfits one meets on the road are either not in good tune or are badly driven—often both—and the results one sees every week-end. On many occasions I have seen sidecar outfits conking out on gradients of about 1 in 15, and it is such pitiful sights as these that prompted my previous remarks on the subject.

I often wonder if some people know why they have three speeds. One sees them hanging on to top gear on hills while their poor engine struggles round slower and slower, emitting heart-rending conks. By the time they decide to get into middle they have practically stopped, and, as often as not, they have delayed so long that even middle gear is not low enough, so down they drop into bottom, wondering why they are passed on the hill by smaller machines.

Nothing is so bad for an engine as to let it labour on a high gear. No amount of revving will do it so much harm. My method of driving if I am in a hurry—which I generally am—is as follows:—I know I can do 30 m.p.h. on middle gear, so I do not hang on to top until the speed has dropped to 25. At about 27-28 m.p.h. in goes middle gear, and I sail up the hill without slowing at all.

With hub gears nothing is easier than to change gear at any speed, provided, of course, everything is in correct adjustment, but with a countershaft gear

constructed more on car lines, it is not so easy. There is none of the nice “move the lever, and the gears mesh silently” business. It needs a certain amount of practice to change down at 30 m.p.h. without making a sound, but it is not so very difficult.

The engine, of course, has to be speeded up before middle gear is engaged, so the lever should be moved somewhat slowly. There is always a position of the lever where neither top nor bottom gears are in mesh, and in this position one should pause for a fraction of a second while the engine picks up to the necessary speed. Middle gear can then be engaged without a sound. The method may sound complicated at first, but it is really very easy. After a time one does it automatically, and “the out of top, pause in neutral, into middle” method can all be done in one slow movement, the rate one moves the lever depending, of course, upon what speed one is changing gear.

A difficult starting machine is one of my pet abominations, but I had some fun the other day when I had got hold of a worse offender than usual. Starting up on the stand can only be done by experts on this mount, and as I particularly wanted the engine started without taking it out into the road (it was a wet night), I offered to pay any of my friends half-a-crown if they could manage it.

I handed them a ridiculous starting handle, which I really do believe the makers regard as being useful as well as ornamental. Things really began to hum then! I held up the exhaust lifter while someone wound the engine round at terrific r.p.m. with that—ornamental handle. On the necessary speed being attained I dropped the exhaust lifter. Of course, the engine back-fired—that was the only time it ever did fire—the handle reversed, and brought the winder's knuckles in violent contact with the footrests. That competitor retired hurt, and as no one else would wind, we engaged the handle in such a position that it could be used as a kick-starter. Unfortunately it had not been designed to work as such, and the second kick bent it out of all recognition, so that it could never be used again. “And a good job, too!” was the verdict.

TOURIST.



# Motor Cycling

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## WHAT "MOTOR CYCLING" HAS DONE:—

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Suggested and Brought About the Development of the Motorcyclette—the Miniature Motor-bicycle.

Organized Gigantic Gipsy Picnic Parties and Founded the Gipsy Club, the Largest Motor-cycle Club in the World.

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"Motor Cycling" is the only journal devoted solely to motor-cycling topics, leaving cyclecar matters to a separate publication, the "Light Car and Cyclecar." It is edited, written and illustrated exclusively by practical motorcyclists, is first out each week with all the news, and produced on daily newspaper lines.

## A Motorcyclette Demonstration.

IN the near future Londoners will be able to witness a demonstration of motorcyclettes, which will go a very long way towards showing what these little machines are capable of doing. Amongst those in the know it is now admitted that the average two-speed motorcyclette is one of the handiest types of machine in existence, and capable of climbing severe hills. The makers know it, and we know it, but the general public have yet to be educated on the subject.

It is with this end in view that we propose to organize a rally of motorcyclettes on Saturday afternoon somewhere within easy reach of South London, at a point where they cannot fail to attract public notice. The machines will then proceed on a hill-climbing tour, taking en route many of the noted South of England test hills. Details of the course will be published later, so that all may have a chance of witnessing the performances.

It is hoped that, with trade assistance, practically every make of miniature motorcycles will be represented. We would again point out that an ideal motorcyclette must be of the two-speed variety, and the course will be planned to give two-speed machines a chance of showing what they can do in the way of hill-climbing. Single-speed motorcyclettes, therefore, though they will be welcome at the rally, should not take part in the hill-climbing tour.

We would also point out that there will be nothing in the way of a competition, the idea being to bring the motorcyclette movement more before the notice of South countrymen. This is why the demonstration is being arranged near London, where interest needs waking up, the Midlands already being alive with motorcyclettes.

## Dazzling Lights on Motorcars.

SEVERAL questions of great interest to motorcyclists were recently asked in Parliament. Mr. Fell asked the Home Secretary if he could give any information with regard to the foreign regulations of the use of headlights in towns, and if such regulations should not come into force in England. Very little information could be gained from Mr. McKenna, but Mr. Fell's numerous questions certainly indicate the way certain people must be regarding the use of needlessly powerful headlights on cars.

If any regulations do come into force affecting cars, it is a practical certainty that motorcycles will be included in the new legislation, which will be undoubtedly a great hardship. With cars it would in all probability be enforced that only oil lamps be used in towns, and if therefore this rule is made to

apply to motorcycles it will be necessary to use two lamps, which in many cases is a practical impossibility.

In fact, as irksome motor legislation is so exceedingly popular, both with minor bodies and with Parliament, it is within the bounds of easy possibility that the motorcyclist will be burdened with yet another regulation, unless immediate action is taken if any further proposals are made in Parliament.

If every motorcyclist will take the trouble to write to his member a short note pointing out the hardship incurred, and also showing how easy it is for a motorcyclist to turn down his lamp, this concerted effort will undoubtedly have an effect which will be much more useful than any bitter reviling after the possible legislation has come into force.

## British Justice.

IN our correspondence columns this week we print two letters in which the writers comment upon our black list of towns that should be avoided on account of the persecution of motorcyclists by the local authorities.

One correspondent writes that on account of unjust treatment he has determined not to spend any money with tradesmen in the town in which he resides, and hopes that others will follow his example until the townsfolk have been forced in their own interests to endeavour to persuade the prejudiced magistrates to stop their campaign of tyranny.

The other writer protests against such methods on the grounds that the innocent suffer. We must point out, however, that though this is regrettable the remedy lies in the hands of these tradespeople, and if they assist in removing the reproach on their towns they will soon be more than compensated by the increased custom that will come to them when it is known that their district is a "clean" one. The very intensity of feeling shown by the writers of these two letters shows how bitter is the fight for fair treatment.

The methods of extracting fines in some localities are too contemptible to be tolerated much longer and the facts cannot be too widely known. Dangerous roads are entirely neglected by the police because they know that they cannot make captures on them, and the men who ought to be employed in regulating traffic at cross roads in busy towns are taken off duty at these points and concealed on perfectly safe roads, so that they may pounce out upon the unwary.

Every day accidents happen because the police are sent out to obtain money instead of working for the safety of road users.





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C.W.H.



## NEWS OF THE WEEK.



We hear that a motorcycle class is to be included in the annual race meeting which the Motor Cycling Club are holding at Brooklands in July.

The identical Rudge-Multi on which C. G. Pullin won the Senior T.T. will be on view at Messrs. Rudge-Whitworth's City premises, 23, Holborn Viaduct, London, all this week.

A large number of motorcyclists were fined at the Preston Police Court last week. Most of the offences dealt with were for noisy machines, but the fines in every case were lenient, being either 5s. or 2s. 6d. and costs.

In the Coupe Schinckus, which was held in Belgium recently, Motosacoche machines finished first in the 350 c.c., 500 c.c., and 750 c.c. classes, whilst a similar machine obtained "La Grange Médaille D'Or" in the Course de Régularité held in Spain.

"No local favour" is the trap motto of the new inspector at Bromley, who came from Croydon, another black spot. Several local riders were among those stopped during the week-end, the trap on Bromley Common being operated both ways.

The members of the Wolverhampton Club are very proud of the success of their members in the Isle of Man T.T. races. The Williamses, who were placed first and second in the Junior class, are both active members, and Davies, who tied for second place in the Senior T.T., is also a member of the club.

A post card, addressed, "The Two-stroke Motor Cycle" was delivered at the Scott Engineering Co., Ltd.'s works last week. Evidently the postal authorities are quite up-to-date and well informed on motor-cycling questions. Tim Wood's record lap in the T.T., by the way, was at a speed of 53.5 m.p.h., and not 52 as stated in our advertisement pages last week.

Motor-cycling undergraduates at Oxford will, in future, have to be very careful in riding, for the following notice has just been issued by the University authorities: "The Vice-Chancellor and proctors give notice that if any undergraduate is convicted of driving a motorcar or motorcycle recklessly, or at an excessive speed, or in any way to the risk or annoyance of the public, his licence will be cancelled or suspended." Poor undergraduate, with police and proctors against him!

Mr. John E. Hogg, of Kansas City, Mo., who, as readers of MOTOR CYCLING will remember, travelled across America as the crow flies on an Indian motorcycle, now proposes to set off on a longer and even more strenuous tour round the world. In this he will be accompanied by Mr. Joseph Esler, of Quincy, Ill., and both will ride two-speed 7 h.p. Harley-Davidson machines. The tour will last some six months, and, starting from America, will be through England, the Continent, Egypt, Arabia, Persia, India, Sumatra, Java, Celebes, the Philippines, China, Japan, Hawaii, and return to America via the Pacific. Good wishes to Mr. Hogg and his friend for their adventure!

Thirty Baby Triumphs a week are now being turned out of the big Coventry works, which, incidentally, are being considerably enlarged.

The new Indian appears to be a popular mount amongst the motor-cycling cadets at the Royal Naval College, Greenwich, who own several machines of this make, many of them with sidecars.

The open motorcycle trial (for the Calthorpe motorcycle trophy, value 100 guineas), has been arranged for 20th June next, and subject to obtaining the permit for same, will be run off as an afternoon trial.

The first competitor will leave Stonebridge Hotel at 1.30, and will proceed through Warwick and Stratford, to Banbury. On Sunrising Hill there will be a restarting test. One hour will be allowed for tea at the Red Lion Hotel, Banbury.

Competitors will then proceed to Edge Hill, and will be sent off from there at regular intervals, the competitor making the fastest time on this hill and otherwise complying with the non-stop conditions of the trial being adjudged the winner.

The schedule time will be 20 m.p.h., and the time errors must not exceed three minutes either late or early at the checked points; the time of each competitor (in order to prevent undue interference) being taken one mile from the tea stop at Banbury, and one mile from the finish at Stonebridge.

The winner of the trophy will be presented with a replica of same, value 10 guineas, the trophy itself being held for 12 months. Gold medals will be awarded to the three competitors making the best performances, and all those obtaining full marks will be awarded silver medals.

The trial is open to all machines with a capacity of 200 c.c. or under, which must be driven solo. Special prizes will also be given for amateurs. The entry fees will be as follow:—Amateurs: 10s. 6d. members, 15s. non-members. Trade riders: 21s. members, 30s. non-members. The secretary, F. W. Finnemore, A.C.A.'s address is 122, Colmore Row, Birmingham.

A great deal of amusement was caused by trade riders who visited Stoupe Brow recently. Many of them arrived armed with clothes-lines, dog chains, etc., with which they roped their back wheels in order to obtain a grip on the surface. We understand that Mr. Tom Silver's Quadrant was the only machine to make a clean ascent at the first attempt, and his back wheel was not roped in any way.

We are informed by the secretary of the North-West London M.C.C. that competitors in the high-speed efficiency trial, on 6th June, will be allowed to change their gear ratios, carburetter jets, etc., for the various tests, provided they are ready to compete in the test when their turn comes. The same gear ratio, however, must be used for the slow and fast hill-climbs, and clutch slip will not be allowed.



## News of the Week (contd.).

The "London Mail" has taken up the police persecution question, and makes the following suggestion:—"Editors are frothing at the mouth at the re-birth of the police trap on the open road. Why don't they *do* something. Influential organs have, before now, raised sums of £100,000, have called 11,000 men to the colours in a fortnight; cannot one of them influence Mr. McKenna to remove what is nothing less



A Williamson outfit which does the work of two horses. It makes journeys amounting to 130 miles a week, loaded with crates of chickens, six boxes of eggs, etc. Back tyres last for 5000 to 6000 miles.

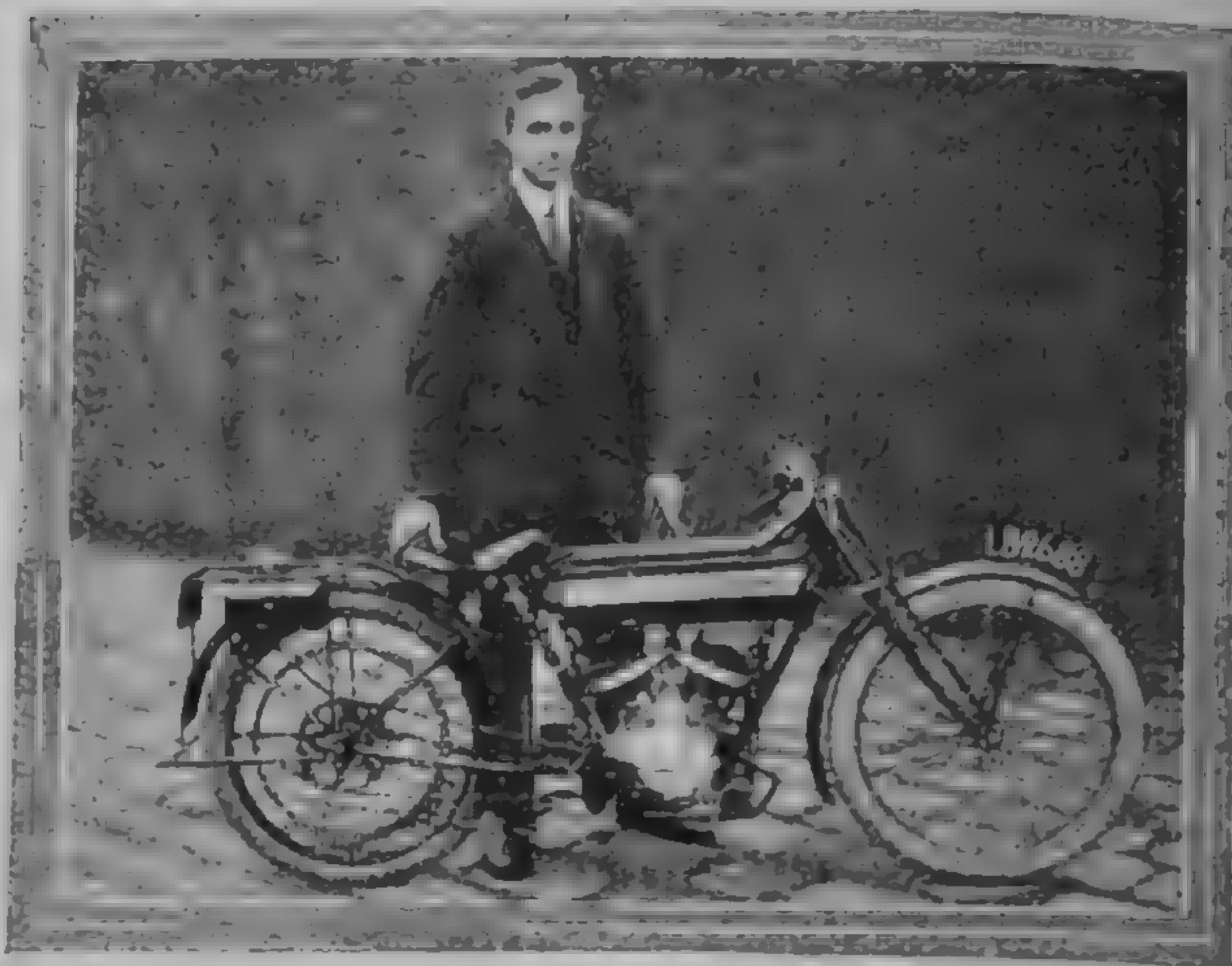
than a public scandal? For some time, as the result of personal experience, I have held opinions on the subject which I imagine the majority of reasonable folk will share. Firstly, no urban or borough council should be allowed to benefit one penny by fines imposed locally. The practice savours strongly of corruption. All moneys should either be handed into the Treasury after out-of-pocket expenses have been met, or devoted to road improvement."

Motorcyclists are advised to be on the look-out for worn tramlines in the south-east of London, particularly at Lewisham and Lee. A member of the Brookdale Club was thrown at the latter place, and his arm broken, owing to his front wheel catching in a worn line. A Greenwich motorcyclist was also badly injured in an accident on his Douglas at Lewisham through the same cause. Both accidents occurred at tram-stopping places where, owing to the sharp application of the magnetic brakes, the lines are worn.

When summoned recently for using a cut-out, the defendant pleaded that his cut-out was filled up with grease. We have heard of numerous methods of silencing motorcycles, but this is certainly very novel.

The three-speed countershaft gearbox used on the horizontally-opposed Bradbury is now fitted to the 4 h.p. single for sidecar work.

We stated last week that Mr. and Mrs. Fletcher intended giving a motor-cycling garden party, but we now hear that they are not doing so.



Tenth to finish in the Senior T.T. Mr. F. Sirett and his Motosa-coche. The two machines which finished tenth and fifteenth were practically standard, and geared  $4\frac{1}{2}$  to 1.

Everyone will be sorry to hear that Mr. Harold Millar, the well-known motorcyclist, died on 23rd May as a result of injuries received in a hill-climb held by the Aberdeen M.C.C. Mr. Millar collided with a heap of sand, in the middle of his ascent, and came off, his machine falling on top of him and inflicting fatal injuries.

The amusing book, entitled "A Tour on Tyres with a Tyro," which we mentioned recently, may be obtained free from the Palmer Tyre, Ltd., 119-123, Shaftesbury Avenue, London.



### IN MEMORY OF F. J. WALKER.

*It was with the greatest regret that a large number of friends heard of the death of Mr. F. J. Walker, the Enfield rider who put up such a plucky performance in the Junior T.T. Race. He had two or three falls just before the finish, but, in spite of these, made a brave fight, and actually finished third, but was apparently dazed, and, instead of taking the turn by the grand-stand, dashed into a barrier. For five days he lay unconscious, in a critical condition, and died on the evening of Sunday, 24th May.*

*His mother and fiancée were with him to the end, and all our readers will join us in condolences over their great loss.*

*Mr. F. J. Walker was a well-known and popular member of the Dublin M.C.C., and although this was his first T.T., he was an experienced rider, and had taken part in many speed trials and other competitions.*



THE WINNER OF THE SENIOR T.T. RACE COMPARES THE ISLE OF MAN RACE WITH THE SEVERITY OF THE CIRCUIT OF ITALY RACE, WHICH WAS WON BY A 3½ H.P. ARIEL.

In a published interview, the winner of the Senior T.T. Race said:—

“THIS IS NOTHING TO THE ITALIAN RACE. WHY, I HAD TO BE CARRIED OFF MY MACHINE AND COULD NOT MOVE AT ROME.”

This was after the first day's ride (402 miles), and there were four more days to go.

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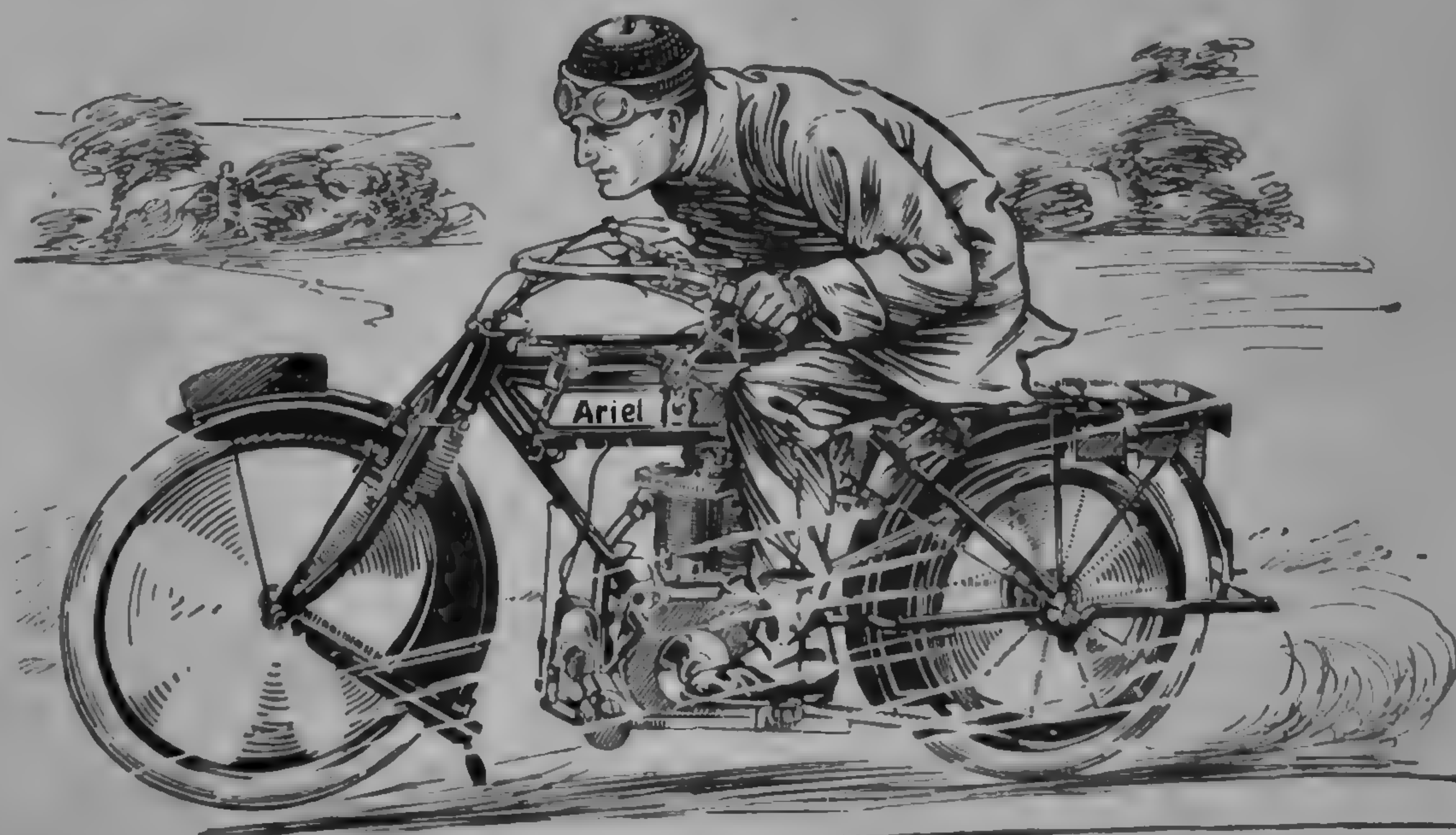
IN

Endurance.

### ARIEL WORKS,

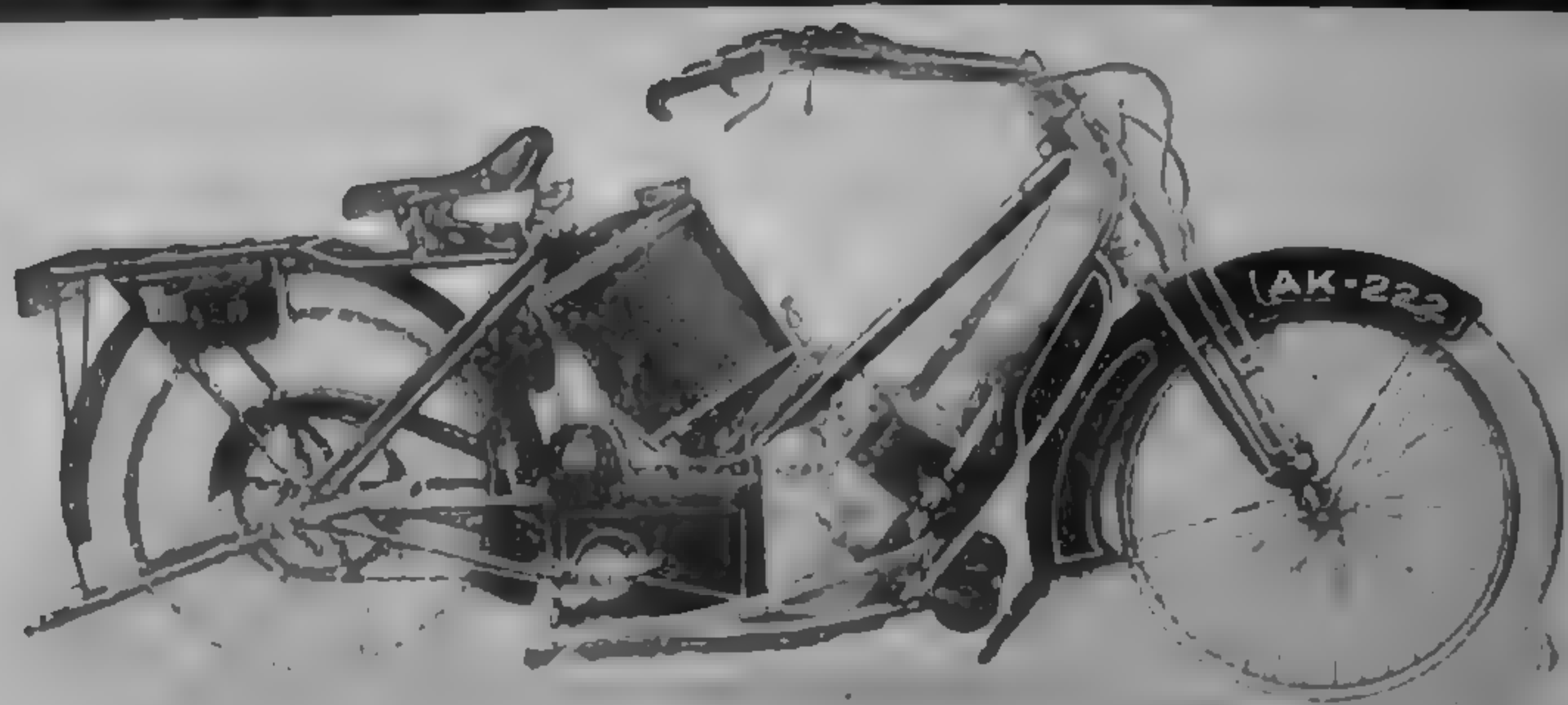
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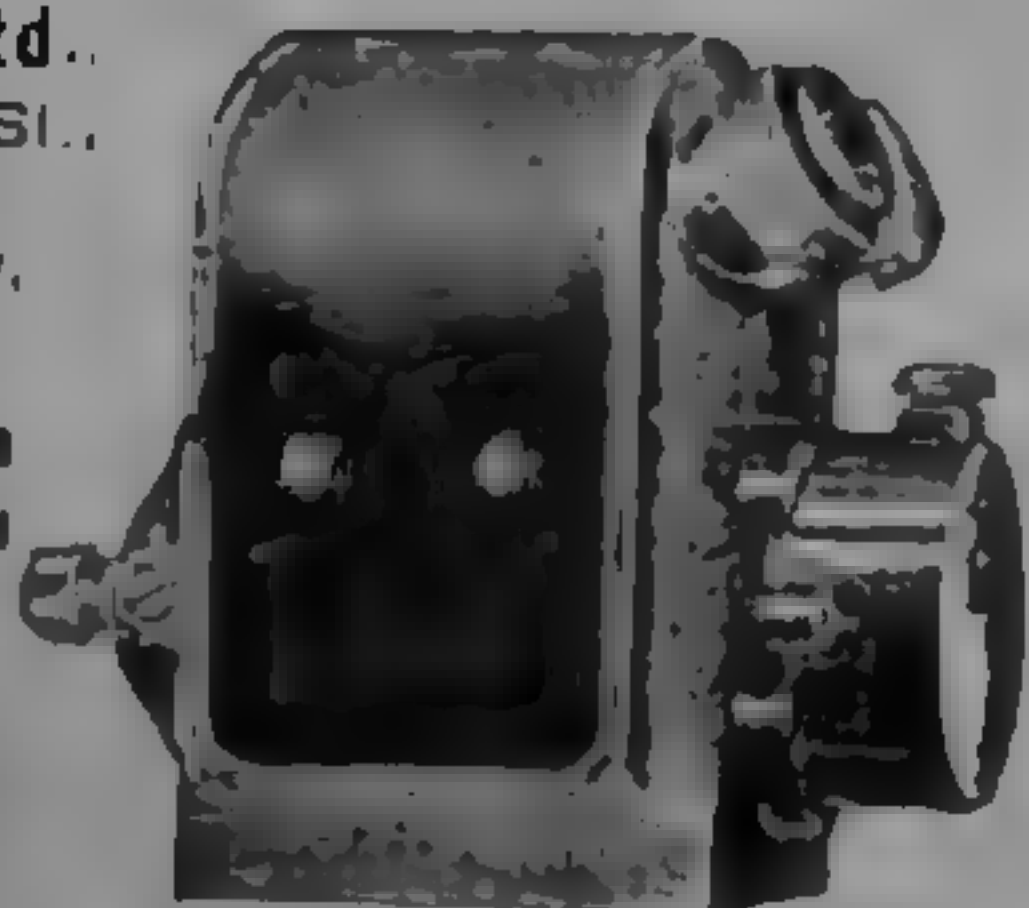
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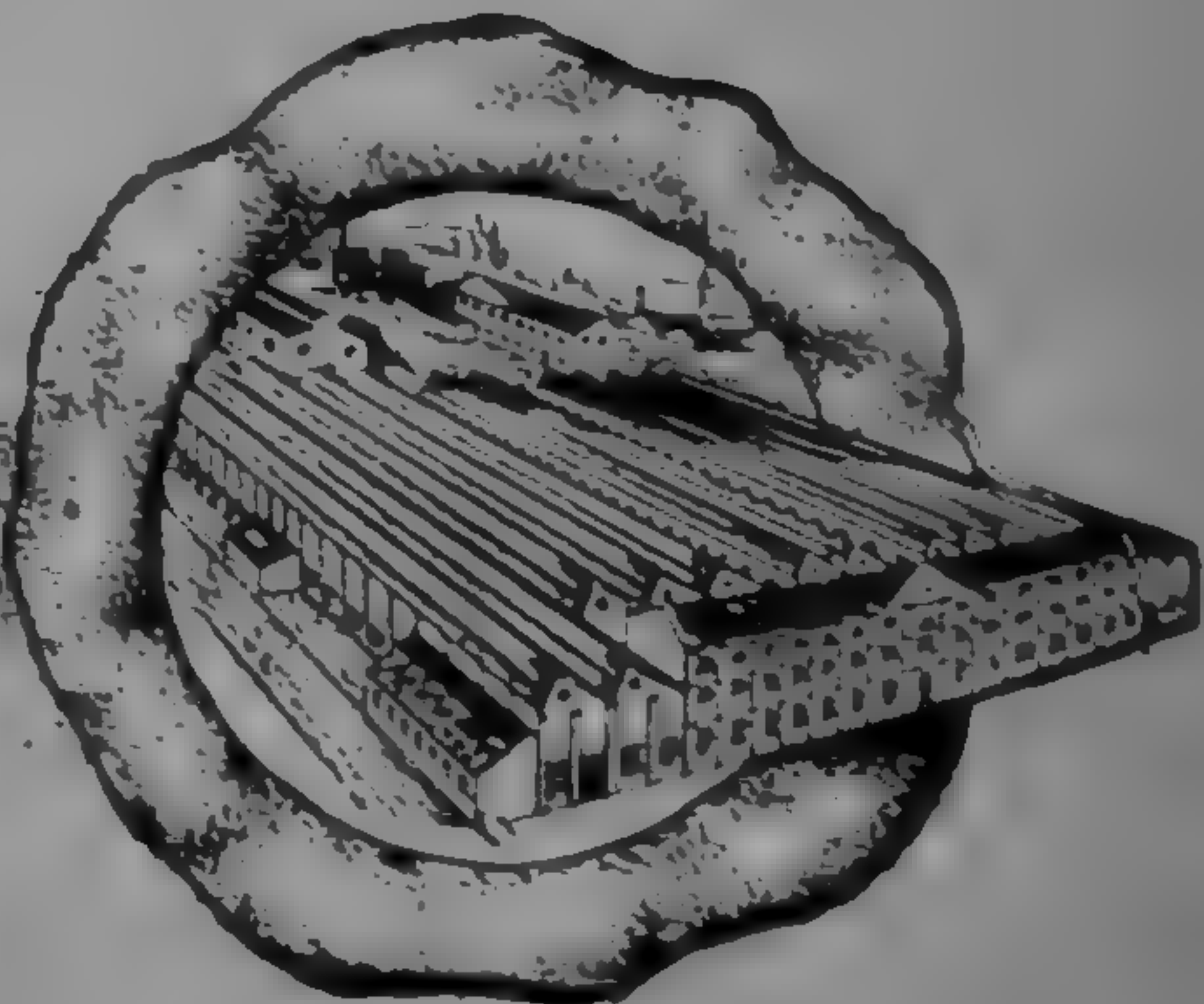
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A batch of competitors wasting time outside a check on the outward journey.

## THE BIGGEST TRIAL EVER HELD.

174 Out of 186 Motorcycle Competitors Complete Outward Journey.

The great classical event of the Motor Cycling Club world—the run from London to Edinburgh—was remarkable for two things: the almost entire absence of trouble experienced by motorcycle competitors, and the extraordinary interest which spectators took in the event. Out of the 186 starters only 12 failed to reach Edinburgh on the outward journey. At every village and town throughout the route hundreds of spectators lined the course to cheer on the competitors in what they thought was the “race” to Edinburgh.

At the start from the Old Gatehouse, Highgate, on the Friday evening hundreds of spectators lined the route, and punctually at 9 p.m. H. G. Bell started off on the F.N. This, by the way, was one of the identical machines which were ridden in the T.T. No fewer than five Clyno two-strokes and seven sidecar machines were entered. Hugh Gibson, who was riding a single-g geared lightweight, discovered before the start that his ignition was wrongly timed, and he could not even climb Highgate Hill. He managed to rectify this in time, and then had no difficulty in completing the 400-mile course.

The first check was held at Hatfield, after which the really serious work of the trial commenced. We have seldom experienced such a warm night, there being very little ground mist, and the riding conditions were very pleasant. On the way we noticed several very neat handlebar fitments; several riders employed sidecar rear lights to illuminate route cards, etc. Amongst these were F. W. Southern, who had attached a Lucas rear lamp to the offside of his handlebar, so that this not only showed a red light behind but illuminated his

watch, speedometer and route card. Unfortunately this rider, who was competing for the cup on his  $3\frac{1}{2}$  h.p. Southern, lost his wrist watch. At Carlisle he found that his other watch would not go, but he was able to borrow one. An interesting device was that used by Bob Croucher, who had fitted up a Maglight (driven from his magneto) to lighten the

darkness on his handlebar. A certain amount of rain had fallen during the previous day, so that there was fortunately very little dust about, but an occasional shower made the first breakfast at Grantham very welcome. Some 17 miles outside Grantham A. J. Sproston, who was driving a  $3\frac{1}{2}$  h.p. Lea-Francis and sidecar, had experienced a



Two fair young enthusiasts have a joy-ride to the starting-point.



**The Biggest Trial Ever Held (contd.).**

puncture. He soon had his wheel out, but had to drive all out on a gear of 6 to 1 in order to get in to time. A. G. Cocks, who had entered a Comnought and sidecar, appeared to be in trouble with his engine and he retired soon afterwards. The famous Levis with two saddles was following the trial, the riders, who sat side by side, causing a great deal of amusement. Jack Haskam was proceeding through Stamford when he recognized friends, and not noticing the grease, pulled up too suddenly; his machine fell on top of him.

From Grantham through Newark, Retford and Doncaster to York is perhaps one of the duller sections of the ride. It was now light, but it is always at this time of the morning that one feels least inclined for action. Several riders were swaying from side to side apparently half asleep, amongst these being J. H. Kerr, who nearly landed in the ditch. He was riding the smallest machine in the trial, a baby N.S.U., and put up a very good ride.

Robertson-Brown, who was riding one of the big four-cylinder Hendersons solo, reported frequent stops to pump up his tyre, which would only hold up for a few miles at a time. The two Hazlewood machines, ridden by A. E. Horstead and W. H. Bedford, looked very spick and span. Both appeared to be running well, and completed the outward journey without trouble. Harold Karslake arrived on a twin Ariel and sidecar, with George Brough as his passenger. Last year, it will be remembered, these two combined in order to try to win the sidecar cup, only in this instance George Brough was the driver.

We noticed that many of the competitors were far more ready to attend to their machines than to partake of breakfast, for which only half an hour was

allowed. Frank Smith took the opportunity of dressing the belt of his Clyno lightweight, while many hub gears and overhead rockers, etc., were lubricated. R. F. Collins's Blackburne appeared to be running very well, the owner having fitted up a handlebar-controlled clutch. Mr. and Mrs. Fletcher did not look very happy, for just outside York their sidecar had become detached from the 3½ h.p. Douglas, bending the front connection badly. Fortunately, however, neither driver nor occupant was hurt, and they managed to fix matters up sufficiently well to enable them to complete the course.

From York northwards the somewhat uninteresting road through Boroughbridge to Scotch Corner was followed. Here we noticed a great many competi-

tors with tyre trouble, amongst others being Rear-Admiral Arbuthnot, E. Frassetto, and Robertson-Brown. Shortly afterwards we ran into a bad Scotch mist which was lying very low. This was exceedingly chilling, and frequent stops were made at the various inns passed for refreshment. The interest taken by the locals was remarkable. One innkeeper remarked to us how exceedingly quiet all the London machines were, compared with those he had been used to seeing. The mist at one point on the moors became so bad that several riders suffered from belt slip, but by the time Greta Bridge was reached the weather had become perfect, and everyone began to thoroughly enjoy the run, which passes through one of the most delightful parts of England.



A. J. Peppercorn, 3½ h.p. Bradbury and sidecar, on the outward journey.



F. Percy Williamson and sidecar), G. H. Pepper (6 h.p. New Hudson and sidecar), and F. J. Ellis (7 h.p. Matchless), on the return journey.



**The Biggest Trial Ever Held contd.).**

Two miles from Appleby another secret check for cup winners was held. Here G. T. Udall informed us that he had been considerably delayed through his lamp coming adrift. He had to stop every few miles to tie it on. He was driving one of the Chater Lea two-strokes in competition for the first time, and the little machine, which was fitted with a Villiers two-stroke engine, appeared to be running well.

It was near Brough that a serious accident occurred to C. R. Fastnedge, who was driving a Rudge and sidecar. The unfortunate rider ran into a Ford car on rounding one of the bad bends of the road, the sidecar turning completely over twice. The poor rider suffered a broken arm and nose. He was taken in a sidecar to Brough, whilst the police tried to telephone through to Barnard Castle to have the car driver stopped, as the latter had proceeded without even looking round to discover the result of the smash.

Not far from here Rear-Admiral Arbuthnot experienced a fall in endeavouring to avoid a cow and a brewer's dray. He hurt his leg badly, but was plucky enough to continue to Carlisle. Here, however, his leg became so stiff that he was obliged to retire from the trial, being driven in Karslake's sidecar to the finish. George Brough, whose place he had taken, continuing on the Rear Admiral's Triumph.

We passed H. G. Bell, who was experiencing plug trouble. He was assisted by another F.N. rider, but it was not until they had tried seven different plugs that they made the remarkable discovery that all four cylinders

would fire when the float chamber was half empty. Accordingly Bell ran from Carlisle onwards with his petrol tap half off, and experienced no more trouble.

Lunch was served at the Station Hotel, Carlisle; the arrangements here

were very good in controlling the huge crowd which had collected to see the trial and in holding up all other traffic when necessary.

The weather had now become perfect, and the final 100 miles were most enjoy-



Mr. and Mrs. Gordon Fletcher (3½ Douglas and sidecar) near the check at Scotch Corner.

were very good. As each machine arrived it was promptly filled up with petrol and oil and placed in a convenient position for the restart. The police

able, the only trouble being the dust, which was so bad that Dr. Philip Vickers, who was riding a 3½ h.p. Douglas, retired at Hawick. The last secret check was held beyond Canonbie Bridge. This was only discovered after rounding a sharp corner, and the efforts of competitors to slow down or speed up, according to whether they were early or late, were most amusing. Several friendly arguments as to what was the official time took place between competitors and timekeepers, although, before the start, all had been warned that this would lead to disqualification, as all watches were compared at the finish with the official time, and allowances made for any errors.

It was at this check that we noticed one of the riders of a Clyno two-stroke proceeding with only his right handlebar, the other apparently having been broken. Three Rex sidecar outfits came by in a bunch, each sounding a gong to clear the way, as these riders were not competing for the sidecar cup, and consequently did not have to check in at the secret check. Two of these machines, by the way, were handled by W. A. Jacobs and J. P. Le Grand, the old Singer experts.

The next 20 or 30 miles was comparatively hilly. The 3½ h.p. Bradbury and sidecar driven by H. Bottoms appeared to be an exceptionally good climber, his engine having a very healthy bark. The New Hudson and B.S.A. machines were also going very well, whilst one of the quietest machines in the trial was the Matchless driven by F. J. Ellis, of the Woolwich club.

There were quite a number of American machines in the trial performing very creditably. Amongst these were a team of Indians driven by R. M. Brice



The 7 h.p. water-cooled T.M.C. at Boroughbridge.



## The Biggest Trial Ever Held (contd.).

(late of Brown Bros.), E. A. Colliver, W. H. Wells, Paul Derkum, the American, Ernest Frasetti, R. Chesterfield, and J. S. Harwood, who lost his front-wheel lock-out in the dark. The four-cylinder Hendersons and F.N.s were also much admired, their engines ticking over as silently as cars. At the last moment Ray Abbot entered a Harley-Davidson, whilst a 7 h.p. Pope and sidecar had been entered, but did not start. "Pa" Applebee made his first appearance on a Lincoln-Elk and a sidecar. The Ariels, especially that driven by F. J. Watson, were going remarkably well, Watson making a bold bid for the sidecar cup. The Sunbeams also were running most regularly, though Brightman appeared to be in difficulties with his sidecar.

During the last few miles into Edinburgh we noticed several riders snatching a few minutes sleep by the roadside. F. J. Watson had the misfortune to puncture a few miles from the finish.

The last cup check was arranged at Liberton terminus, though everyone had to check in again outside the Royal Hotel in Princes Street. Here hundreds of people had gathered to welcome the tired and dusty competitors. The dustier they looked, the more heartily were they cheered. All the motorcycles were then taken to Alexander's Garage, those entering for the return journey being put away upstairs, competitors only being allowed half-an-hour in which to attend to their machines before the commencement of the run back.

Generally speaking, punctures were practically the only trouble experienced, and it is a remarkable tribute to the reliability of the modern machine that out of the 186 actual starters only 12 failed to reach Edinburgh, two of the failures being due to accidents. This makes us wonder if these long-distance trials are any longer of practical value. The complete list of those finishing the outward journey, and who, subject to their having been on time at the various checks, will gain gold medals, is given below.

Those completing outward journey:—

H. G. Bell (7 h.p. F.N.).  
L. A. Baddeley (3½ h.p. Baddeley).  
P. Shaw (3½ h.p. P. and M.).  
W. B. Gibb (2½ h.p. Douglas).  
R. M. Brice (7 h.p. Indian and s.c.).  
Hugh Gibson (2½ h.p. Clyno, two-stroke).  
E. M. P. Boileau (2½ h.p. Douglas).  
G. T. Gray (3½ h.p. Rudge-Multi).  
H. F. Edwards (3½ h.p. B.S.A.).  
J. H. Kerr (2 h.p. N.S.U.).  
Jack Haslam (2½ h.p. Douglas).  
P. B. G. Phillips (2½ h.p. Douglas).  
A. E. Horstead (5 h.p. Hazlewood).  
J. Robertson-Brown (8 h.p. Henderson).  
H. R. Whitmore (3½ h.p. Lea-Francis).  
R. P. Seal (3½ h.p. Triumph).  
S. P. Brown (5 h.p. Zenith-Gradua).  
J. A. Hilger (2½ h.p. Douglas).  
G. T. Udall (2½ h.p. Chater-Lea, two-stroke).  
Stanley Webb (2½ h.p. Douglas).  
K. V. Chidley (3½ h.p. Brough).  
N. L. Hanford (3½ h.p. Triumph).  
B. B. Winter (3½ h.p. Blackburne).  
Pryce Taylor (3½ h.p. Rudge).  
W. H. Bedford (5 h.p. Hazlewood).  
G. A. Reed (3 h.p. Rudge-Multi).  
E. A. Colliver (7 h.p. Indian).  
C. Lester (3½ h.p. P. and M.).

c6



Mr. E. A. Colliver (Indian) at the start. The photograph shows a peculiar effect produced by his headlight.

V. Baker (2½ h.p. Douglas).  
C. S. Lake (2½ h.p. Connaught, two-stroke).  
G. Wray (2½ h.p. Clyno, two-stroke).  
E. Pond (3½ h.p. P. and M.).  
Frank Smith (2½ h.p. Clyno, two-stroke).  
J. Stuart White (4 h.p. Bradbury).  
Tom G. Bullus (3½ h.p. P. and M.).  
Colin Macbeth (3½ h.p. Scott).  
Robert Croucher (3½ h.p. Abingdon King Dick).  
M. E. Johnson (2½ h.p. M.R.).  
W. F. Quiver (3½ h.p. Ariel).  
H. Macrae (4 h.p. L.M.C.).  
W. B. Whitaker (4 h.p. Triumph).  
G. Riddiough (3½ h.p. P. and M.).  
T. J. Ross (4 h.p. Triumph).  
K. E. Don (4-5 h.p. Zenith).  
A. E. Walker (2½ h.p. Hobart).  
H. J. Beal (4 h.p. L.M.C.).  
A. G. Warde (3½ h.p. Triumph).  
E. Cole (2½ h.p. Douglas).  
S. Tharp (4 h.p. Bradbury).  
P. Williams (3½ h.p. Rudge-Multi).  
F. W. Southern (3½ h.p. Sunbeam).  
W. E. Cook (4 h.p. Triumph).  
F. H. Richards (4 h.p. Richards-Precision).  
A. C. Robbins (4 h.p. L.M.C.).  
Dr. C. B. Moss Blundell (6 h.p. Precision).  
W. H. Wells (7 h.p. Indian and s.c.).  
G. Bax (3½ h.p. Scott).  
Paul Derkum (7 h.p. Indian and s.c.).  
F. G. Ball (2½ h.p. Douglas).  
D. S. Baddeley (3½ h.p. P. and M.).  
Harold Karslake (5-6 h.p. Ariel and s.c.).  
E. Frasetti (7 h.p. Indian and s.c.).  
H. M. Parsons (2½ h.p. Wolf).  
F. G. Edmund (3½ h.p. Humber).  
M. F. Richards (4 h.p. Richards-Precision).  
R. F. Collins (3½ h.p. Blackburne).  
P. H. Lovegrove (3½ h.p. Brough).  
J. S. Henderson (6-8 h.p. Alldays and s.c.).  
R. C. Boxer (5 h.p. Bat).  
H. Bottoms (3½ h.p. Bradbury and s.c.).  
E. J. Tyson (6 h.p. New Hudson).  
P. Platt (6 h.p. Bradbury and s.c.).  
A. O. Gilby (3½ h.p. Sunbeam).  
J. Drew (6 h.p. Enfield and s.c.).  
H. T. Brightman (6 h.p. Sunbeam and s.c.).  
H. Peppercorn (3½ h.p. Bradbury).  
H. A. Armitage Gate (5-6 h.p. Clyno and s.c.).  
J. Simpson (4 h.p. Hobart).  
E. V. Walters (3½ h.p. P. and M. and s.c.).  
H. E. Davison (5-6 h.p. Kerry-Abingdon).  
C. H. R. Norrington (6 h.p. Enfield and s.c.).  
J. E. Sharp (3½ h.p. Humber).  
H. Scale (6 h.p. Bradbury and s.c.).  
F. C. Weber (3½ h.p. Singer).  
H. C. Mills (3½ h.p. Premier and s.c.).  
W. G. Coleman (3½ h.p. B.S.A.).  
F. T. Williams (8 h.p. Henderson and s.c.).  
F. W. Chapman (4 h.p. Triumph).  
F. W. Applebee (6 h.p. Lincoln-Elk and s.c.).  
H. B. Willoughby (3½ h.p. Rudge).  
T. Heath (2½ h.p. Clyno, two-stroke).  
G. L. Fletcher (3½ h.p. Douglas and s.c.).  
O. P. C. Collier (3½ h.p. Gradua).  
H. E. Hassell (4 h.p. Bradbury and s.c.).  
C. D. Wright (3½ h.p. Humber).  
A. H. N. H. Hewett (6 h.p. Zenith and s.c.).  
E. C. S. Wood (3½ h.p. Humber).  
H. G. Digby (3½ h.p. B.S.A. and s.c.).  
R. P. Terry (6 h.p. New Hudson and s.c.).  
A. J. Sproston (3½ h.p. Lea-Francis and s.c.).  
C. S. Russell (6 h.p. A.J.S. and s.c.).  
C. Smith (3½ h.p. Rudge and s.c.).  
F. G. Watson (3½ h.p. Ariel and s.c.).  
J. L. Barratt (7-9 Chater-Peugeot and s.c.).  
G. Featherstonehaugh (3½ h.p. Rover and s.c.).  
W. A. Jacobs (6 h.p. Rex and s.c.).



**The Biggest Trial Ever Held (contd.).**

D. H. Noble (3½ h.p. Rover and s.c.).  
 F. White (6 h.p. Rex and s.c.).  
 E. Hawks (5-6 h.p. Clyno and s.c.).  
 L. H. Cade (5-6 h.p. Clyno and s.c.).  
 F. A. Applebee (5½ h.p. Scott and s.c.).  
 J. G. Le Grand (8 h.p. Rex and s.c.).  
 A. J. Dixon (3½ h.p. Singer and s.c.).  
 E. Berg (6 h.p. Rex and s.c.).  
 R. Chesterfield (7 h.p. Indian and s.c.).  
 T. C. Pocock (6 h.p. New Hudson and s.c.).  
 J. S. Harwood (7 h.p. Indian and s.c.).  
 E. A. Donaldson (7 h.p. Matchless and s.c.).  
 W. J. C. Barnard (6 h.p. Rex and s.c.).  
 A. Mabon (3½ h.p. Mabon and s.c.).  
 A. H. Wright (6 h.p. A.J.S. and s.c.).  
 M. C. Breese (3½ h.p. B.S.A. and s.c.).  
 S. J. Hine (3½ h.p. N.U.T. and s.c.).  
 S. Sawyer (3½ h.p. Premier and s.c.).  
 A. C. Evans (8 h.p. Williamson and s.c.).  
 Dan Bradbury (4 h.p. Norton and s.c.).  
 C. R. Woolley (5-6 h.p. Clyno and s.c.).  
 R. B. Clark (5½ h.p. Rudge Multi).  
 H. G. R. Slingo (5 h.p. Clyno and s.c.).  
 E. Pitt (5-6 h.p. Clyno and s.c.).  
 R. C. Davis (8 h.p. Chater Lea and s.c.).  
 A. Mariani (8 h.p. Tweenie and s.c.).  
 A. J. Fielder (5 h.p. New Hudson and s.c.).  
 G. H. Pepper (6 h.p. New Hudson and s.c.).  
 R. K. Butler (8 h.p. L.M.C. and s.c.).  
 T. H. Willey (3½ h.p. Premier and s.c.).  
 W. E. Bayne (3½ h.p. Premier and s.c.).  
 F. Begley (8 h.p. Williamson and s.c.).  
 F. J. Ellis (7 h.p. Matchless and s.c.).

C. W. Meredith (6 h.p. Bradbury and s.c.).  
 A. J. Peppercorn (3½ h.p. Bradbury and s.c.).  
 G. Nott (5-6 h.p. Clyno and s.c.).  
 G. W. Wilkin (8 h.p. Rex and s.c.).  
 D. J. McMullen (3½ h.p. Blackburne and s.c.).  
 F. C. Batty Smith (3½ h.p. Rudge and s.c.).  
 T. A. Edwards (6 h.p. Sparkbrook and s.c.).  
 J. Chater Lea, junr. (8 h.p. Chater Lea and s.c.).  
 V. Garland (8 h.p. Williamson and s.c.).  
 R. R. Garlick (6 h.p. Royal Enfield and s.c.).  
 G. H. L. Letchworth (5-6 h.p. Rudge and s.c.).  
 J. A. Poxon (6 h.p. Bradbury and s.c.).  
 B. J. Hallows (6 h.p. N.S.U. and s.c.).  
 W. C. Hemy (5-6 h.p. Clyno and s.c.).  
 G. Price (5 h.p. Bat and s.c.).  
 W. P. Tippet (3½ h.p. Humber and s.c.).  
 P. Bounds (8 h.p. Bounds-J.A.P. and s.c.).  
 D. S. Parsons (5 h.p. Sparkbrook and s.c.).  
 H. E. Parker (6 h.p. Bradbury and s.c.).  
 R. E. Guest (7 h.p. Matchless and s.c.).  
 W. V. Stokes (4 h.p. B.S.A. and s.c.).  
 Fred Dover (3 h.p. Premier and s.c.).  
 J. Godsal (7 h.p. Bat and s.c.).  
 C. Dickinson (5-6 h.p. Ariel and s.c.).  
 E. J. Pittock (4½ h.p. James and s.c.).  
 H. B. Shutes (3½ h.p. Scott and s.c.).  
 M. G. Abraham (8 h.p. Zenith and s.c.).  
 H. Thompson (4 h.p. B.S.A. and s.c.).  
 J. H. Campain (4 h.p. Triumph and s.c.).

T. Coates (6 h.p. Royal Enfield and s.c.).  
 F. H. Douglas (6 h.p. Rex and s.c.).  
 T. Silver (4 h.p. Quadrant and s.c.).  
 P. W. White (7-9 h.p. Premier and s.c.).

**THE RETURN JOURNEY.**

The return from Edinburgh on Whit-Monday will always be remembered as one of the most pleasant yet experienced. A perfect day on Sunday was followed by a perfect night, and every one set out from Princes Street in good spirits. The night was so light that there was hardly any need for lamps, except where the road was overhung by trees. The excellent management of the M.C.C. had arranged with local enthusiasts to point out the correct course in each town, so that there was no excuse for losing the way.

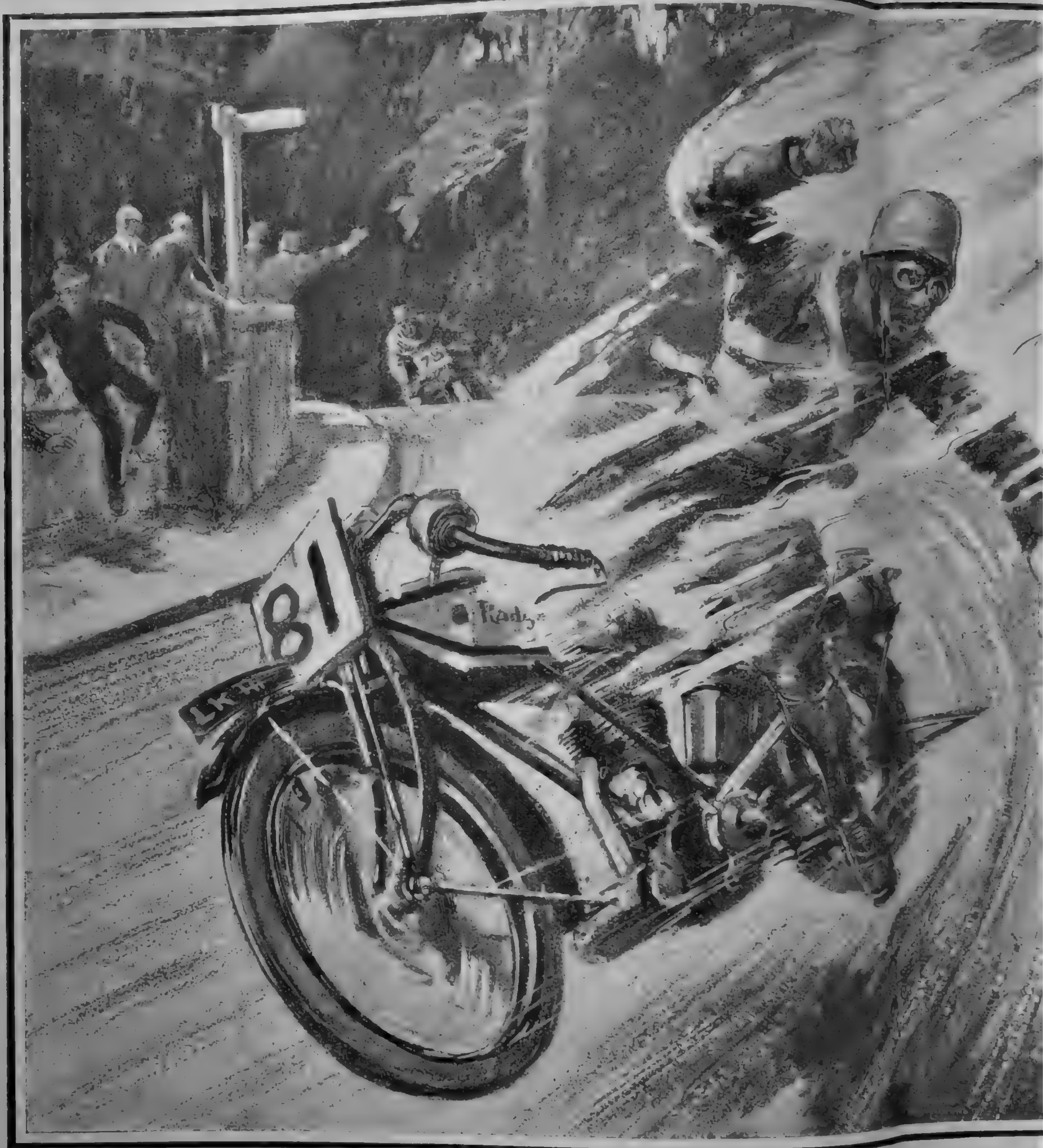
From 12.30 a.m. until after 3, riders were dispatched at regular intervals, and soon the long procession was slowly wending its way southwards towards Carlisle. By 2.30 a.m. it was almost daylight, but the cold was intense. At one point we noticed riders doing a Scotch Reel (?) in order to restore circulation, whilst others dismounted and pushed their machines along in low gear for considerable distances. The biscuit, however, must be awarded to G. Bax, who told us he had been chasing rabbits round a field in order to keep warm! Carburettors froze, and it was indeed a terrible dawn.

At Galashiels we came across Frank Applebee, whose rear sidecar attachment had broken. He managed to patch



H. Walker, 2½ h.p. two-seater Levis at York.





### THE MOST EXTRAORDINARY INCIDENT IN THE SENIO

Mr. T. Greene coming round Quarter Bridge enveloped in flames. He threw himself from his machine and, almost blinded, dashed to the bank. As Mr. Greene leant over the flames, but the machine was destroyed. This astonishing accident happened just after the tank had been filled.





# INCIDENT IN THE SENIOR TOURIST TROPHY RACE.

...ne and, almost blinded, rushed to the bank and rolled himself in sand and gravel. A policeman threw an overcoat over him and extinguished ... had been filled. As Mr. Greene leant over when taking the bridge the petrol overflowed and was ignited by the flames from the silencer.



The Biggest Trial Ever Held (contd.).

this up, however. H. A. Armytage Gate, who had been driving a Clyno with faulty brakes, treated those following to a spectacular bit of cornering. He was quite unable to take a sudden bend in the road, and the whole outfit turned completely over. Indeed, most of the day's troubles occurred before Carlisle was reached, for C. W. Meredith suffered a broken piston in his engine, and was towed for 42 miles by another Bradbury rider.

The first secret check, in Langholm town, caught many by surprise. From here it was plain sailing into Carlisle, where one of the most welcome breakfasts ever eaten was served at the County Hotel.

Between Brough and Bowes another secret check was instituted. The country here was looking magnificent, and we noticed quite a number of riders suffering from tyre troubles. Amongst these were T. Heath (Clyno), C. H. R. Norrington (Enfield), C. Smith (Rudge), and a B.S.A. rider. At Scotch Corner quite a crowd had collected, nearly everyone stopping for a rest or refreshment. It was soon after this that the engine of Whitaker's Triumph, which had been showing signs of indisposition for some time, finally gave up the ghost, and several Good Samaritans towed him to within reach of help. We also came across V. Baker, whose Douglas had broken its driving chain. Troubles were few and far between on the whole, however, everyone stating that they seldom remembered such an uneventful journey. We were particularly impressed by the sweet running of the Humbers in the trial, both air and water-cooled.

The official lunch took place at York, with the somewhat natural result that

extreme sleepiness followed. Many riders were swaying about in their saddles, and without any warning A. O. Gilby's Sunbeam swerved into a grass bank at the side of the road, its owner having fallen asleep. It was a lucky thing for the latter that the grass bank was not a brick wall! Many willing hands straightened the bent footrests and handlebars of his machine, which represented the only damage.

The monotony of the last 200 miles of this classical route led, we regret to say, to several short-distance T.T.s between the owners of rival  $3\frac{1}{2}$  h.p. machines. Harold Karslake and George Brough, who were busy timing their watches in a secret check 30-miles section, were suddenly rudely awakened on hearing the unmistakable sounds of four  $3\frac{1}{2}$  h.p.s. at full speed; they looked round to find the machines apparently about to pile themselves up on the back of their sidecar. Then followed squeaks and groans as brakes were applied, and a crash as one of the riders bit the dust. Karslake and Brough, however, returned to their watches and proceeded sedately on their way.

The next secret check, by the way, was held 50 yards from a milestone, which caused much dissatisfaction, it being argued that only expert time-keepers could possibly gauge the time which should be occupied in covering that 50 yards. This secret check timing is really becoming a farce.

At the tea stop at Grantham we found W. H. Bedford with his hand bandaged up, this rider having collided with another, though fortunately with no serious damage. The final 105 miles into London slowly dragged by, the only bright spots being the crowds which had gathered every few miles along the road to cheer competitors on their way or welcome them at the finish.

Those completing return journey:—  
 P. Shaw ( $3\frac{1}{2}$  h.p. P. and M.).  
 W. B. Gibb ( $2\frac{3}{4}$  h.p. Douglas).  
 Hugh Gibson ( $2\frac{1}{4}$  h.p. Clyno two-stroke).  
 G. T. Gray ( $3\frac{1}{2}$  h.p. Rudge-Multi).  
 J. H. Kerr (2 h.p. N.S.U.).  
 P. B. G. Phillips ( $2\frac{3}{4}$  h.p. Douglas).  
 A. E. Horstead (5 h.p. Hazlewood).  
 H. R. Whitmore ( $3\frac{1}{2}$  h.p. Lea-Francis).  
 S. P. Brown (5 h.p. Zenith-Gradua).  
 G. T. Udall ( $2\frac{1}{4}$  h.p. Chater Lea two-stroke).  
 B. B. Winter ( $3\frac{1}{2}$  h.p. Blackburne).  
 W. H. Bedford (5 h.p. Hazlewood).  
 E. A. Colliver (7 h.p. Indian).  
 V. Baker ( $2\frac{3}{4}$  h.p. Douglas).  
 G. Wray ( $2\frac{1}{4}$  h.p. Clyno two-stroke).  
 G. B. McKechnie (6 h.p. Baddeley).  
 E. Pond ( $3\frac{1}{2}$  h.p. P. and M.).  
 Frank Smith ( $2\frac{3}{4}$  h.p. Clyno two-stroke).  
 Robert Croucher ( $3\frac{1}{2}$  h.p. Abingdon King Dick).  
 W. F. Quiver ( $3\frac{1}{2}$  h.p. Ariel).  
 T. J. Ross (4 h.p. Triumph).  
 K. E. Don (4.5 h.p. Zenith).  
 H. J. Beal (4 h.p. L.M.C.).  
 A. G. Warde ( $3\frac{1}{2}$  h.p. Triumph).  
 S. Tharp (4 h.p. Bradbury).  
 F. W. Southern ( $3\frac{1}{2}$  h.p. Sunbeam).  
 A. C. Robbins (4 h.p. L.M.C.).  
 Paul Derkum (7 h.p. Indian and s.c.).  
 F. G. Ball ( $2\frac{3}{4}$  h.p. Douglas).  
 F. G. Edmond ( $3\frac{1}{2}$  h.p. Humber).  
 R. F. Collins ( $3\frac{1}{2}$  h.p. Blackburne).  
 P. H. Lovegrove ( $3\frac{1}{2}$  h.p. Brough).  
 R. C. Boxer (5 h.p. Bat).  
 E. J. Tyson (6 h.p. New Hudson).  
 A. O. Gilby ( $3\frac{1}{2}$  h.p. Sunbeam).  
 J. Drew (6 h.p. Enfield and s.c.).  
 H. Peppercorn ( $3\frac{1}{2}$  h.p. Bradbury).  
 H. A. Armytage Gate (5.6 h.p. Clyno and s.c.).  
 J. Simpson (4 h.p. Hobart).  
 E. V. Walters ( $3\frac{1}{2}$  h.p. P. and M. and s.c.).  
 C. H. R. Norrington (6 h.p. Enfield and s.c.).  
 J. E. Sharp ( $3\frac{1}{2}$  h.p. Humber).  
 H. Scale (6 h.p. Bradbury and s.c.).  
 F. C. Weber ( $3\frac{1}{2}$  h.p. Singer).  
 H. C. Mills ( $3\frac{1}{2}$  h.p. Premier and s.c.).  
 W. G. Coleman ( $3\frac{1}{2}$  h.p. B.S.A.).  
 F. T. Williams (8 h.p. Henderson and s.c.).  
 F. W. Chapman (4 h.p. Triumph).  
 F. W. Applebee (6 h.p. Lincoln Elk and s.c.).  
 H. B. Willoughby ( $3\frac{1}{2}$  h.p. Rudge).  
 T. Heath ( $2\frac{1}{4}$  h.p. Clyno two-stroke).  
 G. L. Fletcher ( $3\frac{3}{4}$  h.p. Douglas and s.c.).  
 C. P. C. Collier ( $3\frac{1}{2}$  h.p. Gradua).  
 C. D. Wright ( $3\frac{1}{2}$  h.p. Humber).  
 A. H. N. H. Hewett (6 h.p. Zenith and s.c.).  
 E. C. S. Wood ( $3\frac{1}{2}$  h.p. Humber).  
 H. G. Digby ( $3\frac{1}{2}$  h.p. B.S.A. and s.c.).  
 A. J. Sproston ( $3\frac{1}{2}$  h.p. Lea-Francis and s.c.).  
 C. Smith ( $3\frac{1}{2}$  h.p. Rudge and s.c.).  
 F. G. Watson ( $3\frac{1}{2}$  h.p. Ariel and s.c.).  
 G. Featherstonehaugh ( $3\frac{1}{2}$  h.p. Rover s.c.).  
 D. H. Noble ( $3\frac{1}{2}$  h.p. Rover and s.c.).  
 E. Hawks (5.6 h.p. Clyno and s.c.).  
 F. A. Applebee ( $3\frac{3}{4}$  h.p. Scott and s.c.).  
 E. A. Donaldson (7 h.p. Matchless and s.c.).  
 A. H. Wright (6 h.p. A.J.S. and s.c.).  
 S. J. Hine ( $3\frac{1}{2}$  h.p. N.U.T. and s.c.).  
 Dan Bradbury (4 h.p. Norton and s.c.).  
 H. G. R. Slingo (5.6 h.p. Clyno and s.c.).  
 E. Pitt (5.6 h.p. Clyno and s.c.).  
 R. C. Davis (8 h.p. Chater Lea and s.c.).  
 A. Mariani (8 h.p. Tweenie and s.c.).  
 A. J. Fielder (6 h.p. New Hudson and s.c.).

(For Continuation see page 154.)



Mr. S. A. Cave (Clyno and sidecar) near Boroughbridge. Note the huge horn in the sidecar.



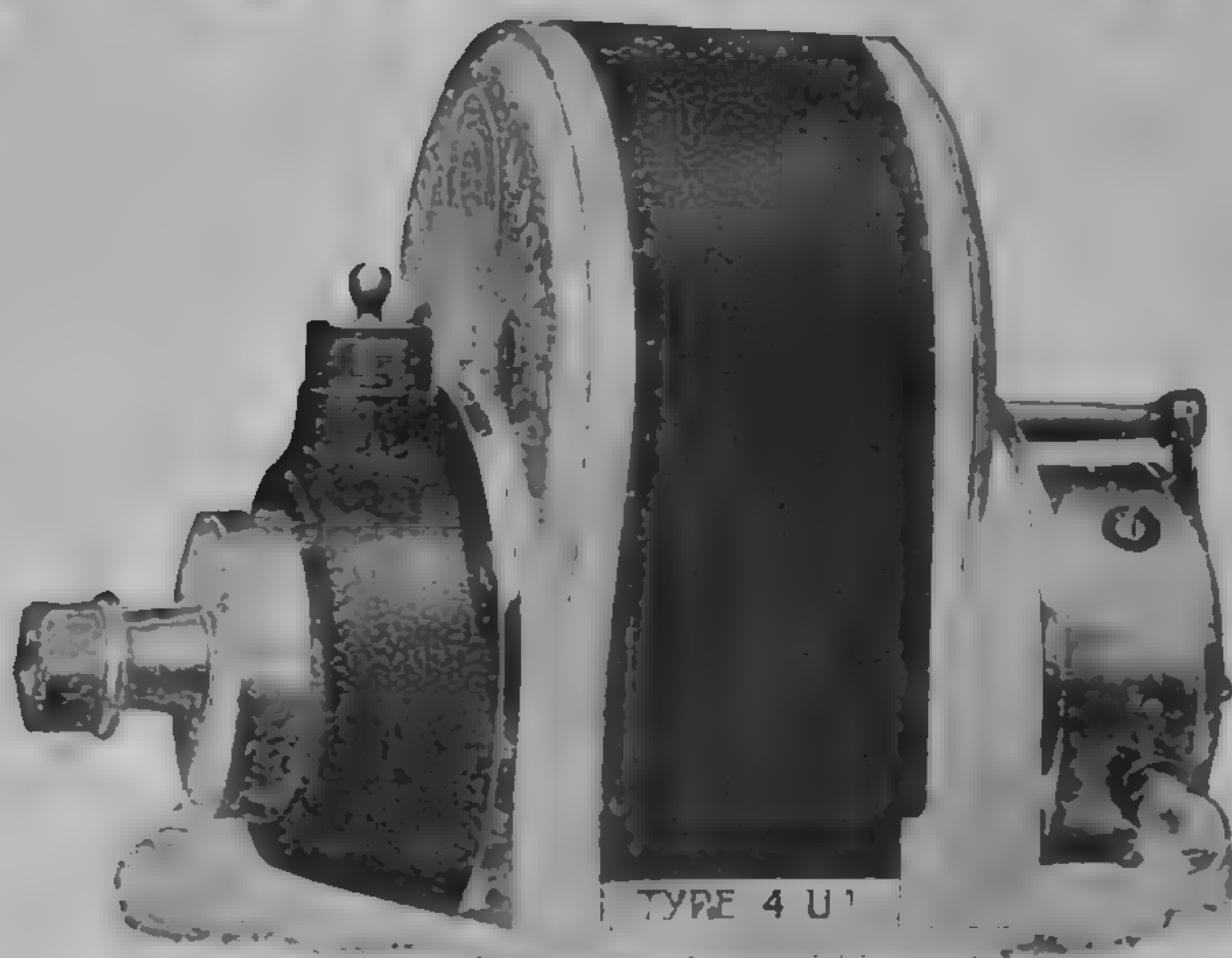
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## **C.A.V.-RUTHARDT MAGNETO**

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**SENIOR  
T.T.**



**1<sup>st</sup>**

**SENIOR  
T.T.**

**The RUDGE on which C. G. Pullin won the SENIOR T.T. was fitted with a C.A.V.-RUTHARDT**

**MOREOVER** Out of the 103 starters, 20 were fitted with C.A.V.-RUTHARDT. Of the 52 who finished 15 had C.A.V.-RUTHARDT. In other words 75% of RUTHARDT equipped riders finished, as against only 44.5% fitted with all other makes. **NO** instance of magneto trouble with C.A.V.-RUTHARDT in practice or race. **EVERY C.A.V.-RUTHARDT MAGNETO USED WAS A STANDARD MACHINE TAKEN FROM STOCK.**

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 OF THE at  
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*"Light Tourist."*

is continually being emphasized by its successful performances in Trials, Speed Contests, &c.—The latest demonstration of this was on 10th May last, when a New Imperial "Light Tourist," standard model, gained a SECOND AWARD in the Liverpool A.C. Trial, riding in competition with high powered machines up to 8 h.p., and receiving no concession whatever—the total mileage being 154, and the course through the Peak District—This Award, owing to the sterling qualities of the machine, was secured—whilst many of the high powered machines of other makes obtained no award. North-Western A.A. Hill Climb, 23rd May, T. Carr (riding a "Light Tourist") made second Fastest Time, machines up to 300 c.c. C. Wade (riding "New Imperial" C Twin) made 2nd Fastest Time, 750 Solo Class. If you purchase a "Light Tourist" you are sure of satisfaction—on all points. Allow us to post you illustrated catalogue, detailing everything referring to this model.

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More Successes.

Previous 1914 Competitions already advertised: A.C.U. One Day Trial 3 1/2 Premier obtained one first and two second-class awards. Colmore Cup Trial, two gold and one silver medals. Midland Cup Trial, first and second class awards. Marions Cup Trial, first and second class awards. Birmingham Passenger Trial, silver medal. Bristol Trial, second-class award. London-Land's End, two gold medals. London-Exeter, two gold and two silver medals. Surrey M.C.C. Trial, two non-stops. Sidecar cups in Bournemouth and Sheffield Trials. Paris-Nice Trial, silver medal.

Coventry and Warwickshire Open Trial—H. Finch, 3 1/2 3-speed Countershaft Premier and Sidecar, Gold Medal.

Cardiff M.C.C. Trial—H. Wessendorf, 7-9 Premier and sidecar wins The Burrelli Cup.

Coventry and Warwickshire Club Trial—W. Brandish, 3 1/2 3-speed Countershaft Premier and Sidecar, NON-STOP.

Kettering M.C.C. Speed Test Sidecar Class—J. H. Gotch, 3 1/2 Premier, FIRST.

Surrey M.C.C. Trial for Crow's Cup—H. Mitchell, 2 1/2 Premier, winner; P. Mitchell, 3 1/2 Premier and sidecar, silver medal; Mr. H. Mitchell also won the Cup last year when he rode a 3 1/2 Premier.

Cardiff and District Hill Climb—T.T. machines up to 560 c.c.—A. Griffiths, 3 1/2 Premier (500 c.c.), Second.

Kingston-on-Thames M.C.C. Trial—F. W. Browne, 3 1/2 Premier and Sidecar, NON-STOP.

Stirling M.C.C. Hill Climb—J. Henderson, 3 1/2 Premier, Two Firsts and Fastest Time of the Day.

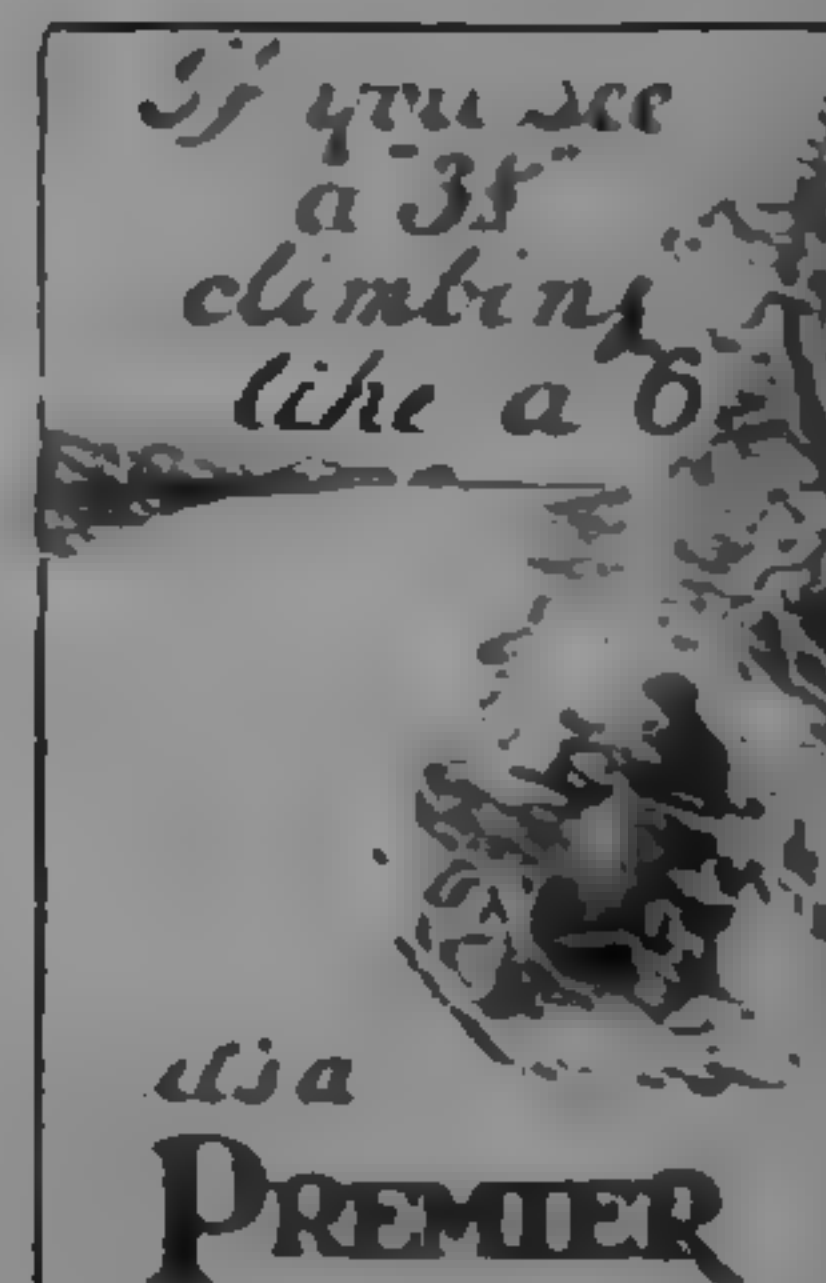
Saxton Hill Climb—C. Simpson, 3 1/2 Premier, First, against all comers.

Claremont W. A. Open Motorcycle Race—C. A. Lloyd, 3 1/2 Premier, First.

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Biting the bun at the gymkhana at Burford Bridge.

## GREAT SUCCESS OF THE GIPSY CLUB'S GYMKHANA AT BURFORD BRIDGE.

The Whit Monday meeting of the Motor Cycling Gipsy Club will probably be remembered as by far the most successful yet held.

An eleven-acre meadow had been placed at the disposal of the Club by the proprietor of the Burford Bridge Hotel, and in this fine open space the gymkhana was held.

Experience at Worthing had shown that it was necessary to rope off an enclosure for the competitors, in order that the spectators should not encroach dan-

gerously near, so on this occasion a large arena was formed in which the events could be run off safely.

The first events of the day were the junior 25 yds. and senior 50 yds. T.T. races, and these were fought out amidst much excitement. Competitors were requested to wear the "official A.C.U. safety helmets," which were in reality military headgear with gorgeous plumes bought from a toy shop. The sight of these greatly amused the crowd.

In the solo race Thompson (Lea-

Francis) ran away from the field, and in the sidecar class Urde (Sunbeam) was an easy winner.

The driving competition was made more interesting than usual by reason of a prize kindly offered by Mrs. Urde. Competitors had to zigzag between flags placed 6 ft. apart, and the skill they all showed was remarkable. The competition was run off in heats, and when the winner was announced to be Mrs. Urde (Sunbeam), the donor of the prize, it was decided that another race must be held



Playing musical chairs with sidecars at the Burford Bridge gymkhana.





Starting solo competitors in the 25 yards T.T. race at the Burford Bridge gymkhana.

In this F. Watson (Triumph) proved successful after a really magnificently fought out duel for first place with a James machine, which was splendidly handled. Everyone went wild with delight over the final heat of the competition. The popular method of applauding was by blowing horns, and the winner was met by a blast that he will remember all his life.

The orange and spoon race was equally exciting. Competitors had to balance an orange in a tablespoon while they rode down the field, and as the ground was exceedingly bumpy this task was by no means easy. In the solo class Tipp (Triumph), and in the sidecar class Guest (also on a Triumph), won.

The musical chairs caused even more amusement than on the last occasion at Worthing, and after a very keenly fought out struggle, in which the ladies distinguished themselves by desperate efforts to reach the chairs first, the special prize awarded by Mrs. Urde was won by F. H. Tyler (P. and M.).

Then followed the event of the day, which was called "Taking the Bun." Two masts were erected on the field, and between these a penny bun was suspended. Competitors were told to drive between the masts and endeavour to catch the bun in their teeth. The expressions of the "bun biters" as they went past were so absurdly comic that the spectators absolutely ached with laughter, and the cinematograph operator who had come to photograph the events used up reels of film. All England will be laughing this week over that cinema picture.

Then followed the judging for the beauty prize, by no means an easy task for the adjudicators, as all the machines entered were extremely smart. Nine judges were appointed, and these took careful notes, and the final awards were decided by votes. In the end the judges awarded the prize for the smartest solo machine to

J. M. Thomson (Lea-Francis), and the award for the prettiest sidecar outfit to

L. H. Jull (3½ h.p. Douglas and Swan sidecar).

A special prize was by unanimous consent of the judges awarded to Mr. Albino for his very smart Morgan, which had been finished in bright crimson, and was universally admired.

After the gymkhana a Gipsy smoking concert was held at Burford Bridge Hotel. Songs, clarinet solos, ventriloquism, conjuring tricks, and a very clever performance by a lightning artist brought to a close an interesting day.

#### SCARBOROUGH WHIT-SUNTIDE RALLY.

Dull and threatening weather kept many Gipsies away from the Scarborough rally. At 12 o'clock there was a fair gathering on the North Marine Drive, and shortly after two o'clock about fifty enthusiasts soon covered the short distance necessary in order to reach Hayburn Wyke, a delightfully pretty glen, beautifully wooded, abutting on the sea-shore. Here the Gipsies spent a quiet and enjoyable afternoon.

A rough hill, with a nasty bend, runs down to the hotel, and this obstacle was negotiated by only a few, quite a number evidently thinking that "discretion was the better part of valour," and so left their machines at the top. The nervous riders, however, were quite keen on watching the others taking the bend at speed.

The majority of the machines were much the same as are generally found in these events, but a Clyno two-stroke, a J.E.S. motoreclette, and a Day-Leeds light car came in for a fair share of attention. A "push" cyclist who turned out with a dummy motoreclette, caused much amusement. The rider had fitted a small wood engine, complete with sparking plug, high-tension wire, carburetter and tank, all neatly finished in black and aluminium, and on the tank appeared the words, "'Motor Cycling' Gipsies." Unfortunately, he rather spoilt the effect through not fitting a

magneto, and the horn that was carried on the handlebars was large enough for a car.

A number of riders were somewhat crestfallen, having been caught in a police trap working between Malton and Scarborough. Two traps were working, and both were being used for the express purpose of catching motorists who did not sound their horns. One was at a bend three miles out of Malton, and the other was at the cross roads in the village of Sherburn. It took two policemen to work each trap, and it appeared to our representative, who watched the proceedings, and who, by the way, was caught at the first one, that speed was in no way taken into account. One could take the corner and the cross roads at quite a merry speed if only you gave notice of your approach, but should you proceed slowly and carefully, but fail to give warning, then you were caught.

#### THE GIPSIES WESTERN MEETING.

The Western meet of the MOTOR CYCLING Gipsy Club took place at Clarke's Hotel, Taunton, under the auspices of the Taunton and District M.C.C. On Whit Monday nearly 100 turned out to the meet at 2 o'clock, some coming from Deal, Slough, Birmingham, and Plymouth, the Gipsies afterwards proceeding to Buncombe Hill in the Quantocks. Here judging for prizes took place, the awards being as follow:—

Mr. Chard, of Deal, won the prize for travelling the furthest distance to the meet; Mr. Granhill, of Bridgwater (A.J.S. and sidecar), for smartest passenger outfit; Mr. Holder, of Burnham (Douglas), for smartest solo machine.

Plymouth and District Club won the silver cup presented by the president of the organizing club for the club whose members travelled the greatest aggregate number of miles to the meet.

Glorious weather prevailed, and the meet and picnic were voted a great success. In the absence of the president, Mr. W. G. Potter presented the prizes.





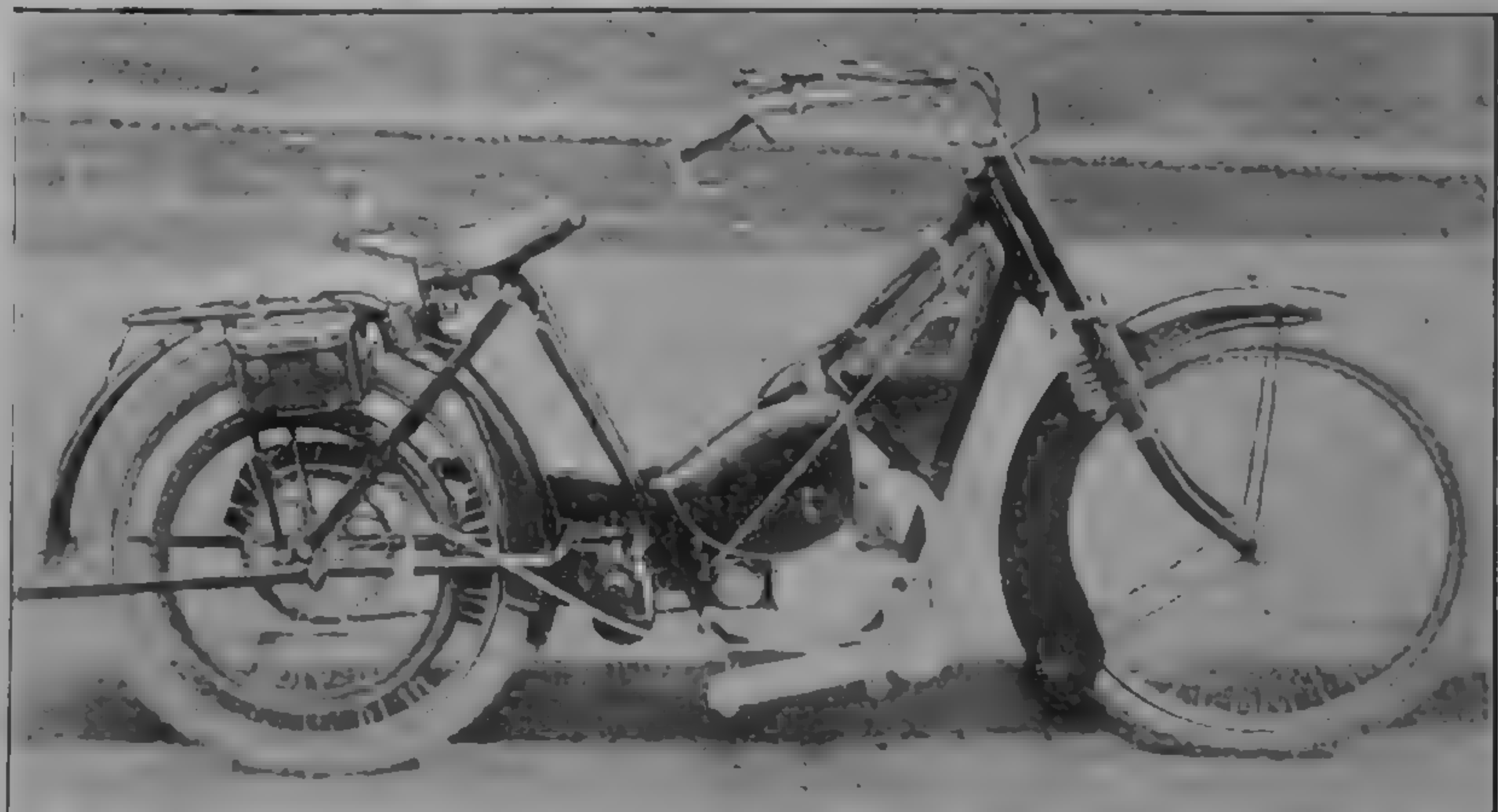
Lined up at the fork for the start of the Short Motorcycle Handicap at Brooklands.

#### Motorcycle Events at Brooklands.

The B.A.R.C. Whitsun meeting was very nearly heralded with disaster so far as motorcyclists were concerned. During practising, E. Remington, riding a "90" bore twin N.U.T., had the misfortune to have a bad spill. His speed at the time was terrific, being over 90 m.p.h., Remington being on the fastest part of the track, i.e., the railway straight. We were not able to hear definitely the actual cause of the fall, it being attributed to either the front forks breaking or to a burst tyre. Very grave reports were at first circulated as to Remington's condition, but we are glad to be able to state that he came off remarkably lightly, considering his tremendous speed, and, although he has sustained some rather serious flesh wounds he is recovering rapidly.

The first motorcycle event, a 53-mile handicap, did not provide any very wonderful racing. It seemed as if Holzapfel (Regal-Green) had the race well in hand, but he was overtaken with misfiring trouble. The first man home was E. Kichham (2½ h.p. Douglas), with Holzapfel

(Regal-Green) second, and L. Hill (Rudge), who had caught up a lot of ground, third. Speed 58½ m.p.h.



The ladies' model Velocette.

The ninth race, the next motorcycle event, was a 8½-mile handicap. This proved an easy win for Holzapfel, on his speedy 2½ h.p. Regal-Green. Baldwin (8 h.p. Matchless), one of the back markers, was second, with J. P. Lo Grand (2½ h.p. Singer) third. The speed worked out at 60½ m.p.h.

After and during a series of extremely interesting car races some magnificent exhibitions of flying were to be seen, the event terminating with an aeroplane handicap.

#### Birmingham-Land's End Run.

Twenty-seven out of thirty started at 4 o'clock on Saturday morning for the annual Birmingham-Land's-End-Birmingham Trial. The weather was misty and wet most of the way, rendering the roads very slippery.

Mishaps were few, but Woodhouse retired through chain trouble. Bladder, on a Rudge, ran into a dog which caused his retirement. Mr. J. Norton, with his father as passenger, was held up somewhat with ignition trouble. Duke had gear trouble, and had to have a new push rod made at Exeter.

Holne Chase caused a few failures, amongst them being Lovegrove (2½ h.p. Radco) and Blackwell (3½ h.p. Zenith-Green). The following finished:—Perryman (Quadrant), Brown and Duke (Rovers), Kibble (Triumph), Stevens, Fowler, and Clark (James), Margrett. (Hobart), and Lovegrove (Radco), Taylor (New Imperial), Brown (Rex), O'Donnell (Norton), Mansell and Pattman (Nortons), Bourke and Waldron (New Hudsons), Jones ("Overseas"), Bees (L.M.C.), and Ewens (Rudge).

#### A Velocette Ladies' Model.

An attractive two-stroke machine for ladies has just been introduced by Messrs. Veloce, Ltd., of Fleet Street, Birmingham. The engine fitted is their standard 2½ h.p. two-stroke with patent lubricating system, the oil being carried in a sump cast integral with the crankcase and fed automatically by pressure direct to the bearings. The frame is of the open type, soundly constructed, and with a low riding position. Some very neat aluminium footboards are fitted, and the position of the rear brake pedal is accessibly placed just in front of the



**A Velocette Ladies' Model (contd.).**

offside board. The engine is well shielded, and the chains are protected. The machine is fitted with the Veloce two-speed gearbox bottom bracket type, which is actuated by a lever on the left handlebar, which does away with the necessity of releasing the bars to change gear. A neat tank is carried on the front down tube, which, on the offside, is cut away to allow a draught of air to reach the cylinder. The selling price of this attractive machine is 32 guineas.

**The Veloce Two-speed Gear.**

The two-speed gear employed on the Velocette two-stroke machines is an extremely neat affair. The method of operation is quite original, and the control is worked from the left handlebar. Although of the dog-clutch type, yet the method employed to lock the gearwheels is new. The idea consists of a hollow main shaft, inside which an inner member slides horizontally. This member is provided with a key, which protrudes through a cut-away portion of the shaft both top and bottom. The key

**The Remus Two-stroke.**

This latest addition to the low-priced motorcycle class hails from Birmingham, and is being sold by the Remus Engineering Co., of 16½, Summer Lane, Snow Hill, Birmingham. The engine fitted to the model we inspected was a Radeo two-stroke 62 mm. by 70 mm. bore and stroke. To this excellent little power plant we have from time to time referred in our pages, so further description will be unnecessary. The manufacturers have put the engine into a soundly-constructed and attractive frame with drop top tube. This frame is nicely enamelled in black and lined up either in red or gold, which looks exceedingly smart. A neat tank holding about one gallon of petrol and two pints of oil is fitted, painted aluminium with green panels. The lubrication is by mixing the oil with the petrol, a cup being provided for measuring purposes. The machine can be had with footboards or two footrests. For a small extra cost a two-speed Albion or a Toroga gear can be fitted. Radeo spring forks are fitted, and the general specification is excellent. The machine sells for 23 guineas.



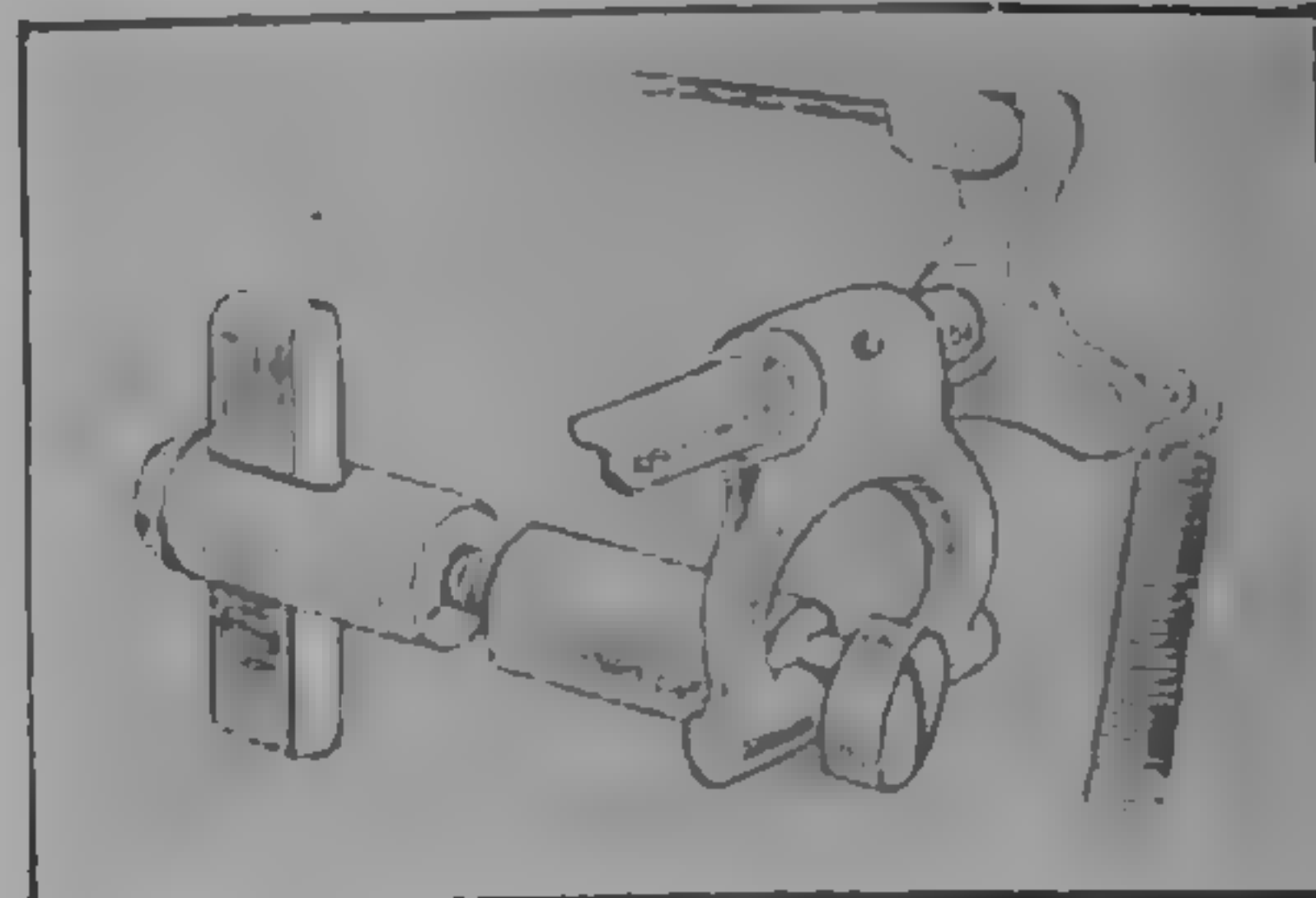
**The Remus miniature motorcycle. A remarkably cheap two-stroke selling for 23 guineas.**

when moved to and fro engages with corresponding key-ways cut in the faces of the gearwheels, thus providing the same locking action as that of a central sliding dog. Four key-ways are cut in the face of the low gear wheel, whilst the one for high gear is shaped similar to the usual dog clutch, and at its extremity carries the chain and sprockets, these being fixed rigidly to it. A ball bearing is placed on the main shaft to take the pull. Except when locked by the sliding key, both gears are free to revolve, and this gives the neutral position. The low gear reduction is obtained through the usual layshaft. The inner sliding member is actuated by a fork, giving the requisite horizontal motion, and the whole mechanism is enclosed in a compact cast-iron case, adjustment being provided for in the usual manner on the bottom bracket. We found the gears changed easily and silently.

"The Motor" each week publishes a revised list of over 1000 names of stockists of benzole in all parts of the country.

John Marston, Ltd. The three Sunbeams entered put up a magnificent show, and the team is to be congratulated on winning this coveted award.

The annual Six Days Trial will be held from the 5th to the 11th of July. The centre has not yet been decided upon, a survey of possible routes in the north-west of England is at present being carried out.



**The key and operating fork of the Velocette two-speed gearbox.**

An innovation will be the employment of 25 motorcyclists to act as paid observers during the trial.

Copies of the regulations of the International Six Days Reliability Trial, to be held in France from the 3rd to 9th August, may now be obtained from the Union. This is a most important trial, and a British team will be entered for the 200 guinea challenge trophy presented by the C. and M.C.M.T.U.

For a private owner to finish in the T.T. Race ahead of all trade men is a performance of exceptional merit. In the Junior Race this year E. E. Elwell, who finished seventh on his Douglas, was the first private owner.

The second annual Royal Enfield reliability ride will be held on 24th June. This is open to any Royal Enfield rider who has purchased his machine from Mr. A. J. Greenwood, of Leeds, or any of his agents. There is no entrance fee, and competitors will be invited to tea with Mr. Greenwood during the stop at Helmsley. Particulars and entry forms may be obtained from him, at his address of 39-41, Guildford Street, Leeds.

(Continued from page 150.)

- G. H. Pepper (6 h.p. New Hudson and s.c.).
- T. H. Willey (3½ h.p. Premier and s.c.).
- W. E. Boyne (3½ h.p. Premier and s.c.).
- G. W. Wilkin (8 h.p. Rex and s.c.).
- D. J. McMullen (3½ h.p. Blackburne and s.c.).
- F. C. Batty Smith (3½ h.p. Rudge and s.c.).
- J. Chater Lea, Junr. (8 h.p. Chater Lea and s.c.).
- V. Garland (8 h.p. Williamson and s.c.).
- G. H. L. Letchworth (5-6 h.p. Rudge and s.c.).
- J. A. Poxon (6 h.p. Bradbury and s.c.).
- G. Price (5 h.p. Bat and s.c.).
- W. P. Tippet (3½ h.p. Humber and s.c.).
- P. Bounds (8 h.p. Bounds-J.A.P. and s.c.).
- D. S. Parsons (6 h.p. Sparkbrook and s.c.).
- H. E. Parker (6 h.p. Bradbury and s.c.).
- R. E. Guest (7 h.p. Matchless and s.c.).
- P. W. White (7-9 h.p. Premier and s.c.).

**The Scottish Six Days Trial.**

One hundred and twenty-four entries have been received by the Edinburgh and District Motor Club, Ltd., for the Scottish Six Days Trial. The entry list embraces every well-known make of machine on the market. An especially interesting entry is a 5-6 Lea-Francis sidecar combination.

**Auto-Cycle Union Notes.**

Mr. W. J. Clarke, of Mablethorpe, who is well known as a long-distance rider, has just completed a 3000 miles trial under official A.C.U. supervision. The machine entered was a 4½ h.p. Win-Precision and sidecar. The trial took place over 15 routes, the total distance covered being 3012 miles. Strangely enough, the worst trouble was experienced with mudguards. A broken sidecar chassis also caused some delay, but as the total distance was covered in 15 days it shows that the total delays were not very serious.

The team prize for the Senior T.T. has been definitely awarded to Messrs.



SENIOR T.T. RACE.

---

SUNBEAMS  
WON THE  
TEAM PRIZE

2<sup>nd</sup>, 11<sup>th</sup>, 13<sup>th</sup>.

THE ONLY TEAM TO FINISH  
IN TIME.

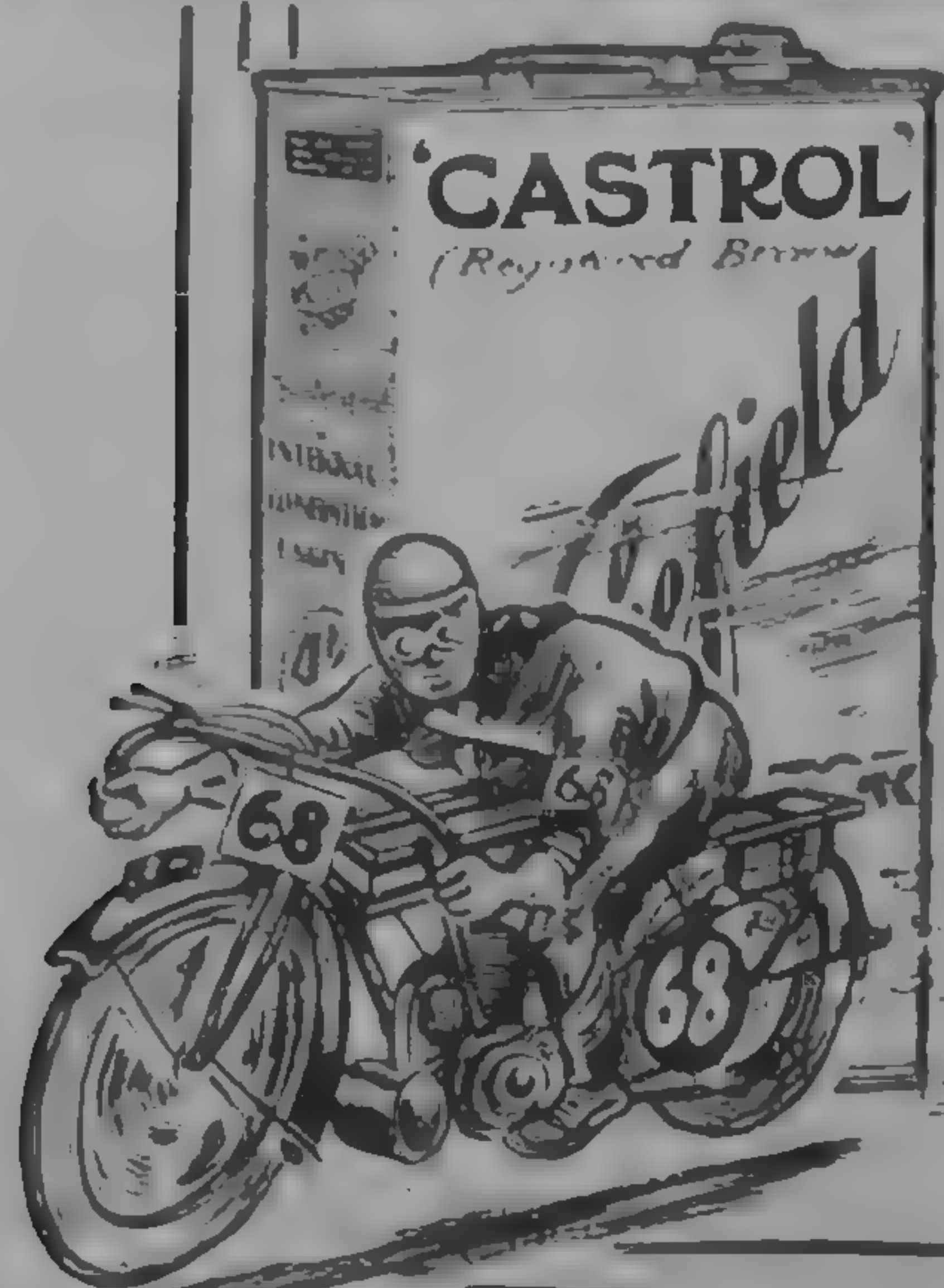
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1<sup>ST</sup>  
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on  
RUDGE.

2<sup>ND</sup>  
Mr. H. R. DAVIES  
on SUNBEAM and  
Mr. O. C. GODFREY  
on INDIAN, Tied.

ALSO BEST SENIOR TEAM PERFORMANCE made by Sunbeams using "Castrol." MR. WOOD'S RECORD LAP of 42 min. 16 sec. accomplished on "Castrol."

Riders who know choose "Castrol." Out of 102 starters 75 used "Castrol."

"CASTROL," THE SUCCESSFUL OIL.

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Wakefield House, Cheapside, London, E.C.

C.D.C.

# NORTON

FOR

Speed

First

Efficiency

First

Power

First

Flexibility

First

Durability

First

Reliability

First

The M.C.C. Hill Climb at Kop.

Winner— C. A. Vandervell

FASTEST TIME

SLOWEST TIME

GREATEST FLEXIBILITY

ON HIS

3½

## NORTON

The "Autocycle" report:

—The start turn, however, was that of C. A. Vandervell. He showed extraordinary skill in his slow ascent, and his meteoric acceleration in the fast section was indeed an object lesson. He was riding ■ 3½ NORTON—

Vandervell is ■ novice in competition, but ably demonstrated the wonderful capabilities of his machine.

Norton Motors Ltd., Birmingham.

LONDON—ROBERTSON'S, Gt. Portland St., W.



# A DIAMOND SPORTS MODEL.

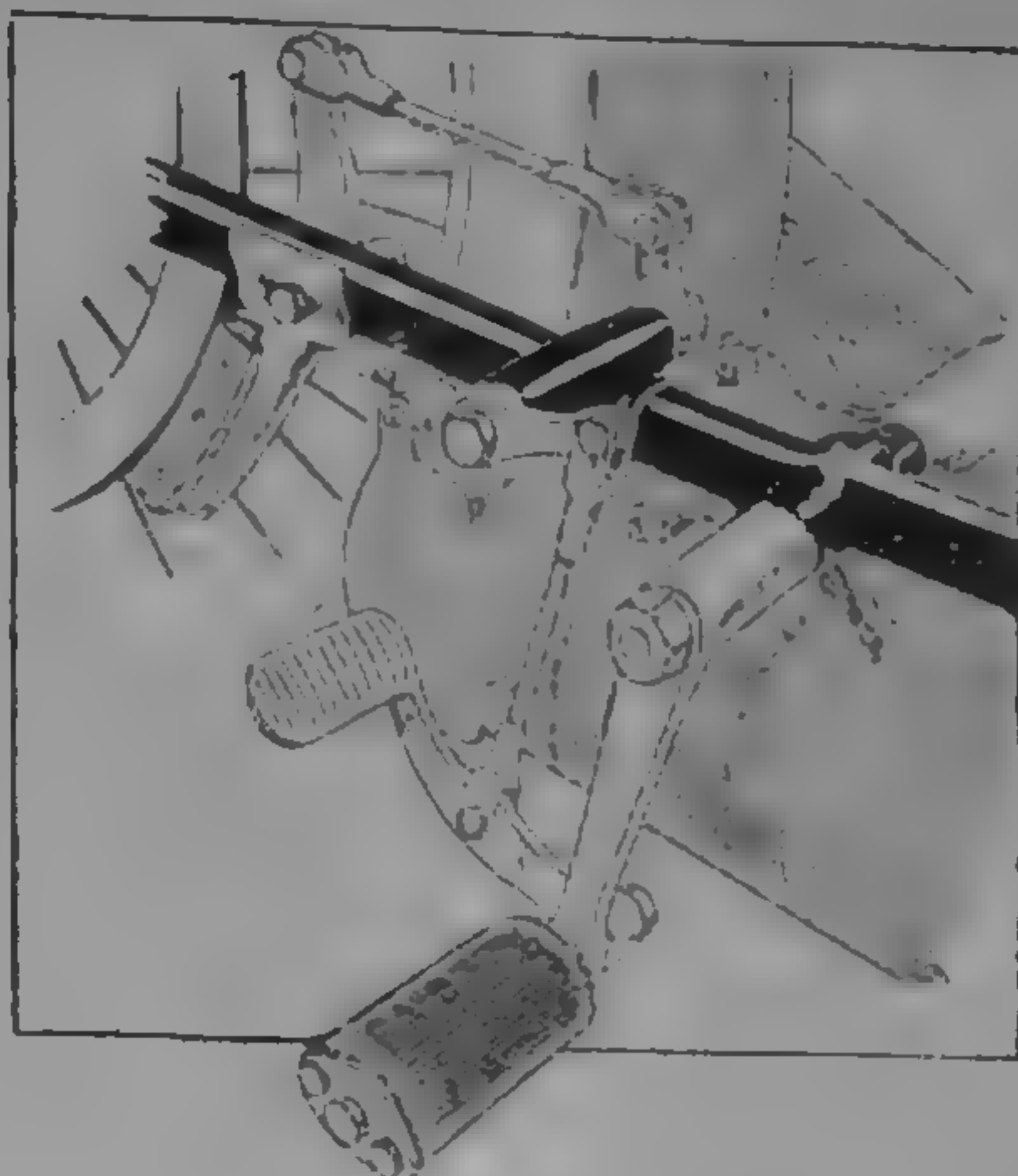
A New Edition of an Interesting Machine.

A very "hot" mount has just been introduced by the D.F. and M. Engineering Co., of Sedgley Street, Wolverhampton, makers of the Diamond motorcycle.

The Diamond undoubtedly possesses the most original form of primary transmission on the market, viz., shaft drive, embodying clutch and two-speed-gear mechanism, whilst the cams and magneto are also operated off a continuation of this same shaft. Bevel wheels are employed to operate the various parts, whilst the whole is entirely enclosed and runs in oil. No alteration has been effected here, except that in the new model the kick-starter has been dispensed with.

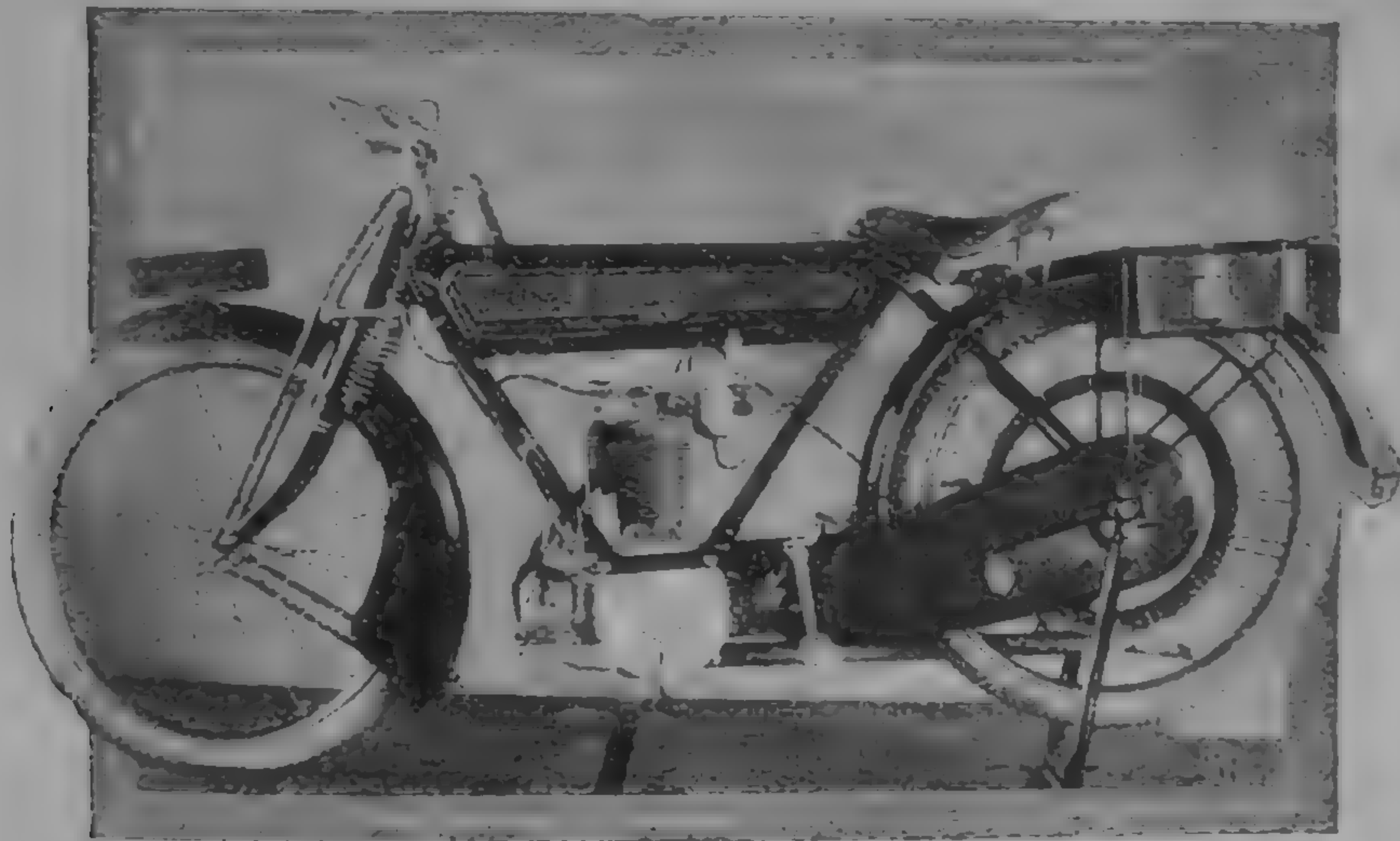
The main improvements have taken place in the engine, which has been redesigned with a view to greater efficiency, the inlet and exhaust ports being of streamline form. The absence of pockets is noticeable, the gases being received against a flat, sloping portion of the cylinder head. The formation and shape of the induction pipe are excellent. This takes a gradual downward curve into the cylinder, permitting the mixture to have an uninterrupted sweep. The inlet valve is of the overhead type as before, the spring, rocker and pin

being all enclosed. Framework remains practically unaltered, except that strengthening has taken place in various



The powerful heel brake on the Diamond.

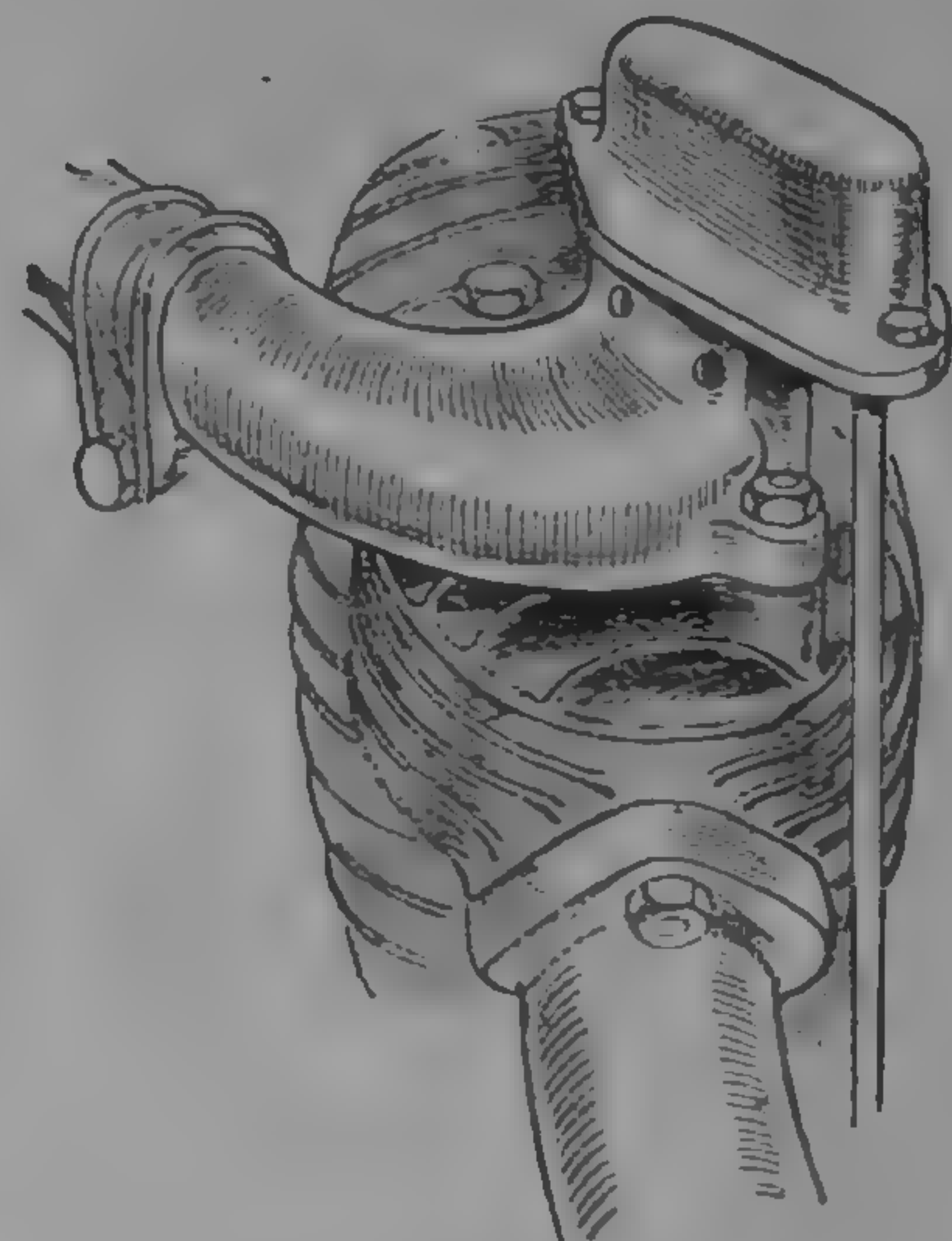
parts, and a slightly dropped top tube has been substituted for the hitherto straight rail.



The "Sports" model Diamond.

The brakework has been overhauled, and we find the rear wheel now provided with a very powerful heel-operated brake. This is most accessibly placed for the rider's heel, and is adjustable along with the pedal crank, which is serrated. The brake acts on a brake rim, and we proved the holding powers to be most efficient, for, by simply pressing down the pedal by hand it was possible absolutely to lock the wheel. The front one is controlled, as usual, from the handlebars. Carburetter, exhaust lifter and other fittings are as standard also, but the handlebars are extremely "T.T.-ish," and the riding position is  $1\frac{1}{2}$  ins. lower than usual.

The specification includes Lycett pan seat saddle, Senspray carburetter, Druid forks, U.H. magneto, and Hutchinson 26 in. by 2 in. tyres. All on, the weight

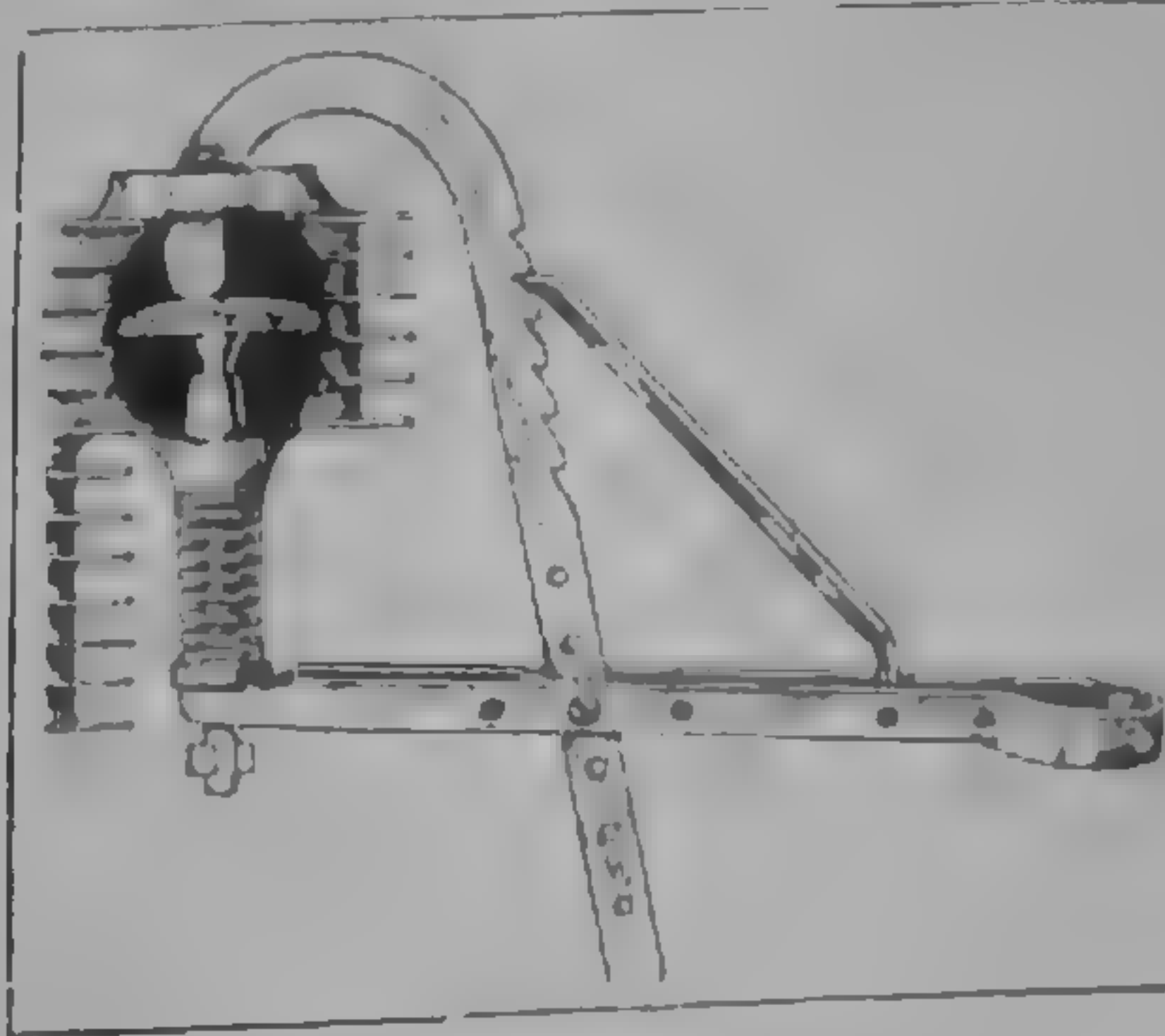


The induction pipe and overhead inlet on the Diamond "Sports" model.

is about 145 lb., and the machine is selling at £52 10s. From what we hear of its performances on the road, it looks as if something particularly "warm" was in store for the riders of this machine, and, by what we saw, the acceleration powers are wonderful.

## For Removing Valves.

Most motorcyclists have experienced at some time the difficulty of holding up a strong valve spring and extracting the cotter with only two hands. They do not all know, however, that a "third hand," in the form of a clever little valve-spring lifter, is made by Messrs. Herbert Terry and Son, Ltd., of Redditch, and sold by them for the modest price of 1s. 6d. This little instrument holds the valve down and the valve spring up, leaving both hands free to extract the cotter. It is quite light and small, and can easily be carried in the toolcase. A cheaper model, without the locking ratchet, is sold for 1s., but the ratchet is certainly well worth the extra sixpence.



The Terry valve extractor.

## A Murphy 3½ h.p. Two-stroke.

In a former number of Motor Cycling we described a new 2½ h.p. two-stroke with inside flywheel and patent vaporizer chamber, whereby the exhaust gases, instead of being blown to waste, were utilized over again. The Deritend Engineering Co., Birmingham, have just completed a 3½ h.p. engine of similar design. It has a bore and stroke 85 mm. by 89 mm., an inside flywheel weighing 34 lb., a crankshaft working on ball bearings, and an aluminium top to its piston. Its power is tremendous, and the makers confidently assert that it will develop fully 6 h.p. We are promised a trial in the near future, when we shall more fully describe this power unit.



# THE SIDECAR FOR LIFE SAVING.

## Novel Use of a Thor Motorcycle in America.

In California the motorcycle has been put to novel use in saving the lives of imperilled surf bathers, for the life-saving crew at Redondo has been equipped with a "two-passenger machine" with sidecar, that is at once an ambulance and first-aid outfit. The box which forms the body of the sidecar is six feet long, and its flat top serves as an excellent carrier for a recumbent body, and is used for conveying a victim of the surf to the emergency hospital in case he cannot be restored on the beach. For ordinary cases of that sort the pulmotor and other apparatus and stimulants make a trip to the hospital unnecessary. The

swimmer dashes into the surf, dragging the buoy behind him, and as soon as he secures a grip on the exhausted victim he can support the weight of both on the cigar-shaped float. The other life-guard immediately reels in the cable, and in a few seconds the pair are out of danger on the beach. Then the stimulants or restoratives are applied, after getting the sea water out of the half-drowned man's lungs. The device has been in use less than a year, yet it already has made 15 rescues and answers about 25 calls every month.

Its efficiency makes it a desirable feature for every



(1) Dragging the victim out of the surf. (2) Answering a call for service. (3) Mr. George Freeth, the inventor of the outfit, is seen in the front seat. The machine is a Thor.

pulmotor is carried inside the box, together with a medicine chest, a blanket, bandages, towels, etc. It has served to restore a number of victims who otherwise would have been lost. A stethoscope is also carried to determine whether the unconscious person is still alive.

The rest of the equipment carried on the vehicle is a 1500 ft. length of fine steel cord on a hand reel, and the life-guard attaches it to his person by means of a belt. A metal buoy is also carried, which will easily float two men.

When an alarm is sent in by telephone the life-crew mount the machine and speed to the rescue at a rate of 45 miles an hour; and as calls come in from points several miles distant from the station, such speed is essential. Arrived at the scene of trouble, the

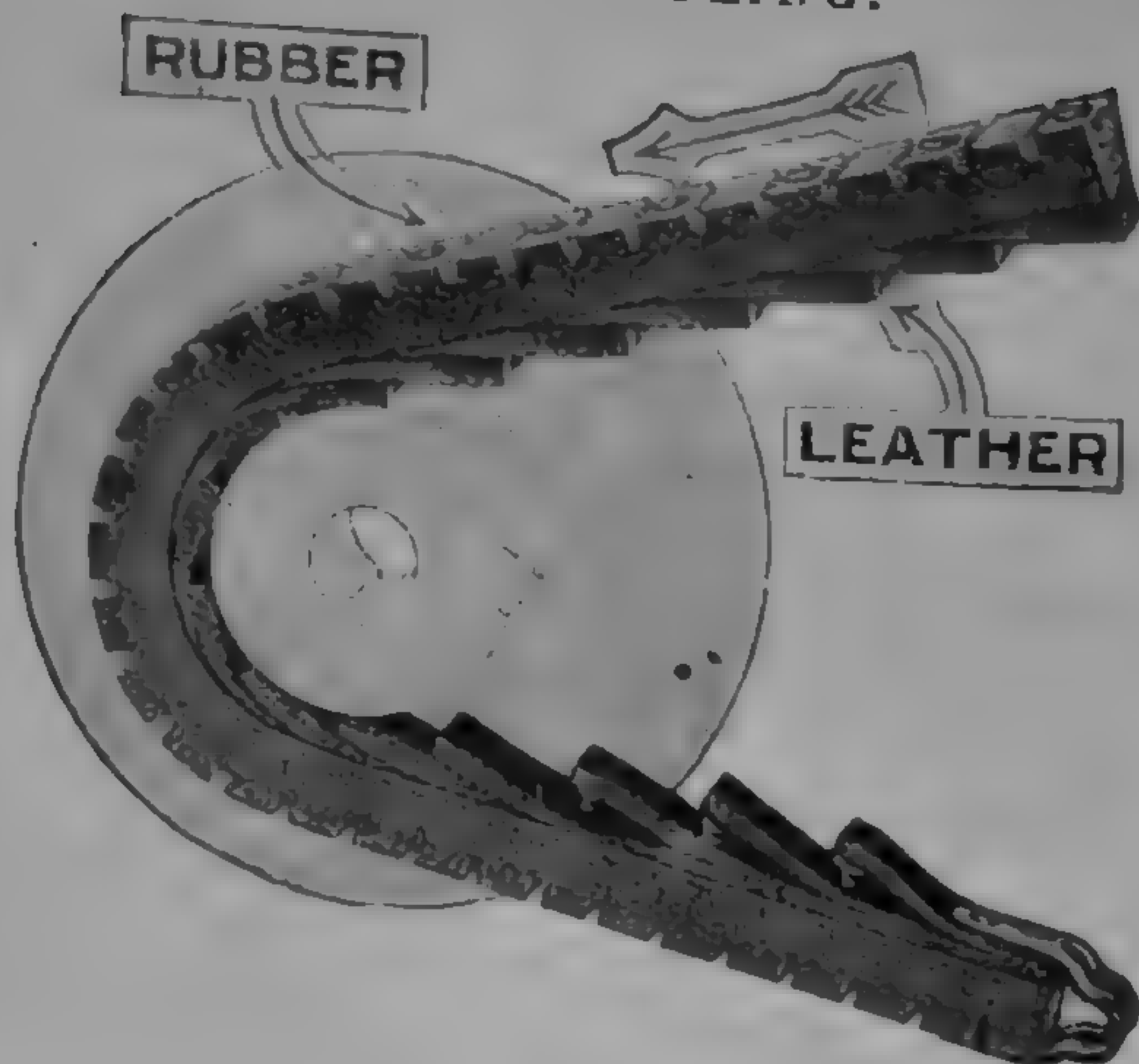
popular seaside resort, as the life-guards are enabled to cover a long stretch of strand, and they arrive on the scene quickly and fresh for service. George Freeth, a Californian life-guard of high reputation, is the inventor of this outfit, and he is shown driving the motorcycle.

An Oldham man, when driving a motorcycle and sidecar for the first time, unfortunately lost control, and charged through the main street at speed. At the Oldham Petty Sessions he was charged with being drunk and driving to the public danger, but, although acquitted of the first charge, he was fined £7 10s. and costs. Yet when a horse runs away, its owner is considered an unfortunate rather than a criminal. More justice!



Gave no trouble to any

**LYCETT'S  
"LYSO-RELIABLE"  
Belt.**



rider in the T.T. RACES.

Absorbs less engine  
power—and wears far  
longer—than any  
other Belt.

## **JUNIOR T. T. RACE**

### **"LYSO-RELIABLE"**

was used by the

## **1st and 2nd Amateur**

Mr. D. C. Bolton (Douglas) and Mr. T. G. Knowles (Humber).

## **SENIOR T. T. RACE**

### **"LYSO-RELIABLE"**

was used by H. V. Colver (Matchless) who

## **obtained 4th PLACE**

Mr. H. Collier (Matchless) who put up such a fine performance—until his unfortunate accident in the Fifth Lap through the head of his machine breaking—used the "LYSO-RELIABLE" Belt.

**SEVEN other riders who finished used "LYSO-RELIABLE" Belts—and reported NO BELT TROUBLE whatever!**

Q. If you want to get the best out of your mount, use the "LYSO-RELIABLE" Belt—the FASTEST and most DURABLE Belt made—it's the Belt that you always find "right amongst the WINNERS."

**LYCETT'S "The Saddlery" Birmingham.**



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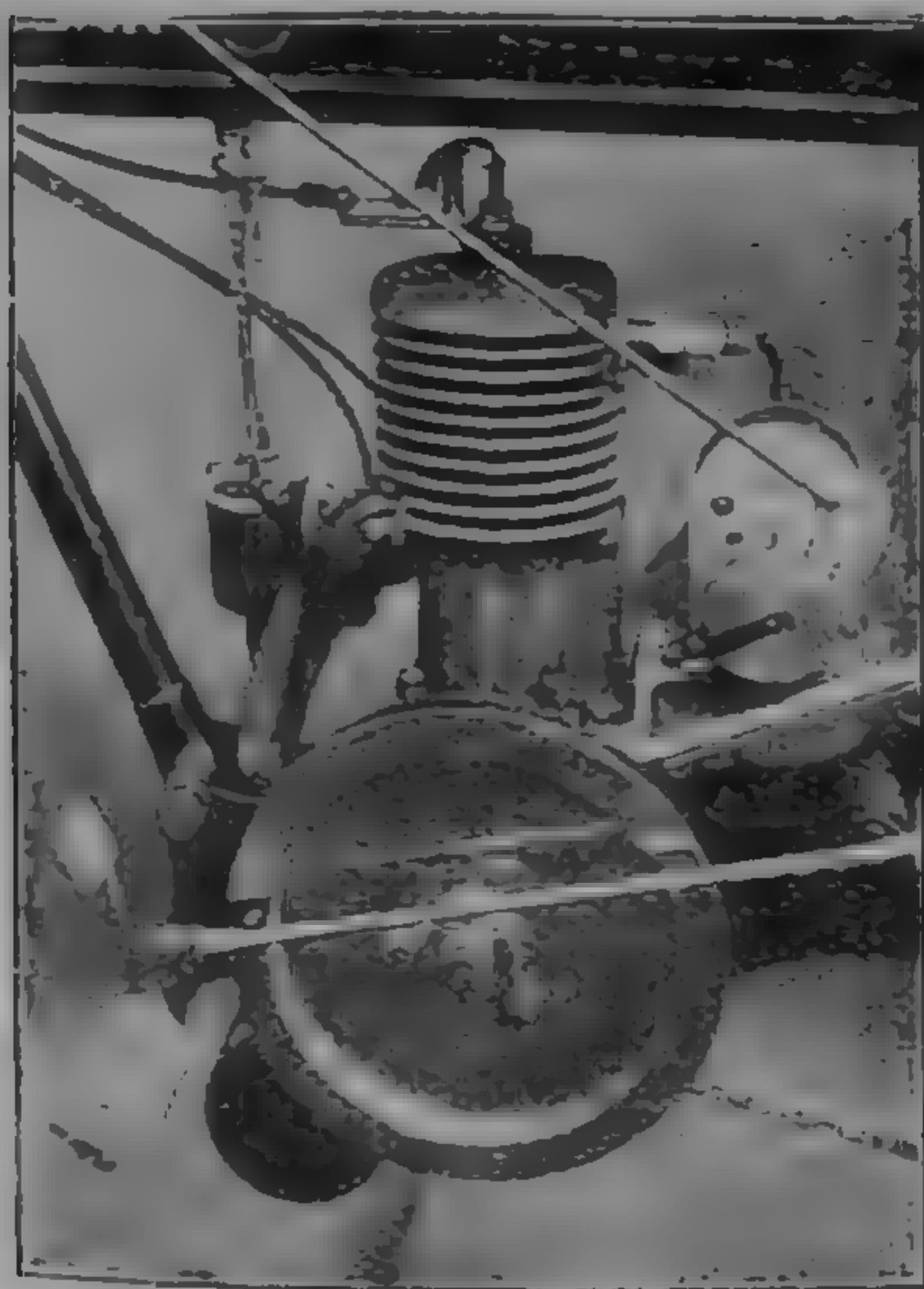


# NEW MODELS FROM THE MIDLANDS.

Interesting Two-strokes and Sidecar Machines.

**A** FIRM with the reputation of the Hobart to keep up does not place an article on the market before thoroughly testing it, and in this, their latest, machine they have not departed from their rule. The new two-stroke had been on the road, and we had seen it running about Coventry for some time before we were allowed to publish details.

On close examination we saw that a neat little engine of the usual two-stroke design had been fitted. The compression release is in the cylinder head at the top, the plug horizontal. The bore is 60 mm. and the stroke 70 mm. A Senspray carburetter and Ruthardt magneto are fitted. Lubrication is by the "petrol" method, but a refinement of this two-stroke is the provision of a little measure for the oil fixed to the machine. This measure screws on to the bottom of the tank just below the oil orifice. A screw-down oil tap, when opened, allows oil to



The engine of the Hobart two-stroke.

pass into the measure, which, when full, is emptied into the petrol tank.

The frame is substantially made and fitted with Druid spring forks. The wheels are 24 ins. in diameter and take 2 in. Hutchinson covers. The gear is 58 to 1, which should be about the right ratio for all-round work, as the machine scales under 100 lb. The price is 25 guineas, and the makers' address is Hobart-Bird and Co., Ltd., Hobart Works, Coventry.

## The New Ryder Lightweight.

The first public appearance of this machine was at the Miniature Motor Cycling Club run on Saturday, the 2nd inst. It is of pleasing design and good finish, and should prove an acceptable acquisition to the machines offered at the low figure of 25 guineas.

The engine is a Villiers 2½ h.p. two-stroke, which by its recent performance

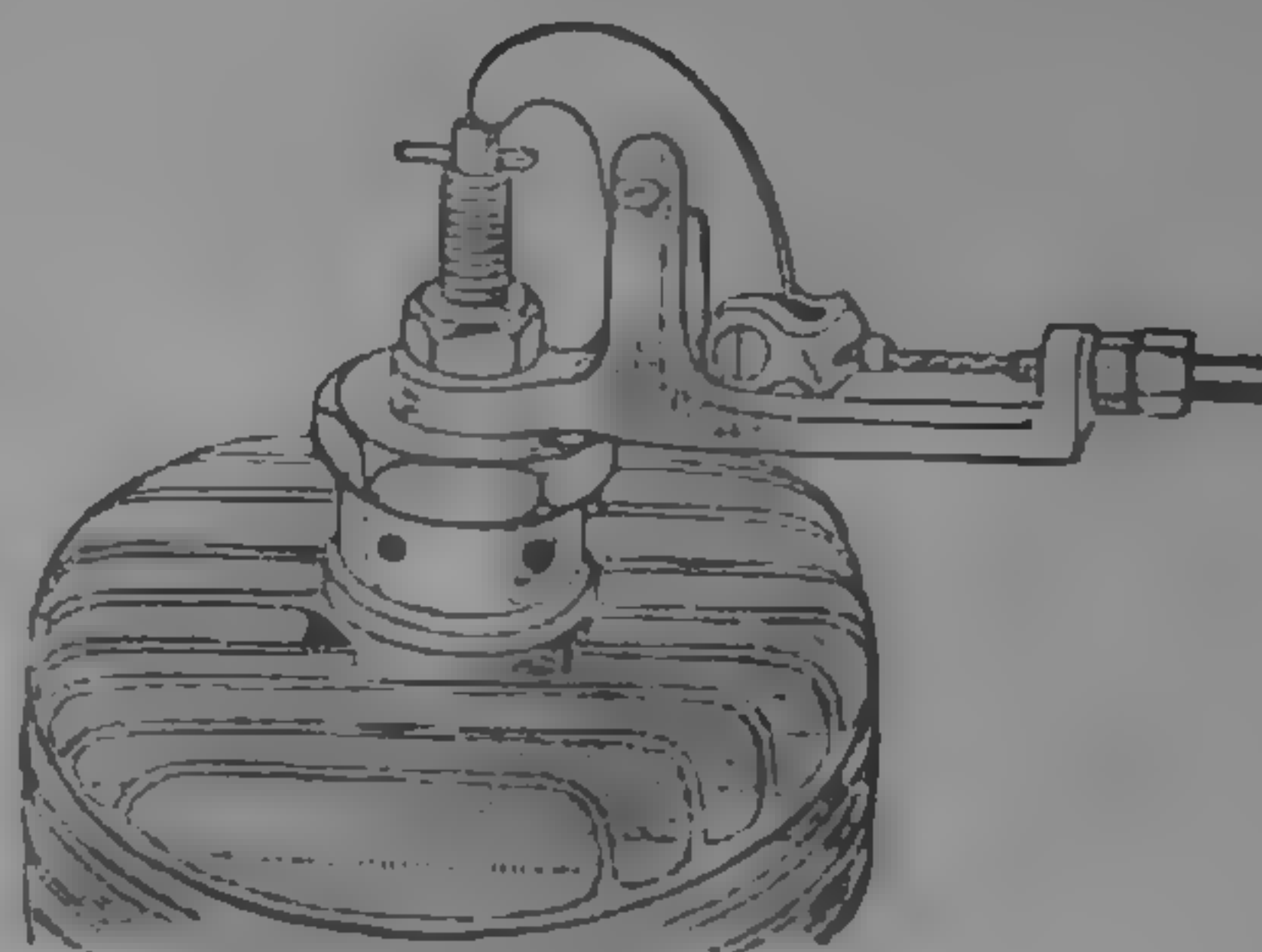
up Snowdon places it in an enviable position. The specification is all that could be desired, and we find a pan seat saddle, either of Brooks or Leatheries manufacture, Hutchinson tyres 26 in. by 2 in., Dunlop belt, Saxon spring forks, Senspray carburetter, U.H. magneto, two bags and necessary tools. The machine we inspected was fitted with semi T.T. bars, which gave it a very racy appearance. These were adjustable on the stem for varying heights. The tank is of neat proportions supported upon a bottom rail and inserted at the front is a cup for measuring off the oil for mixing purposes. The frame is soundly made with a one-piece head. For 25s. extra the makers supply a lamp and generator, either Miller or Nirona, and Black horn. The address of the New Ryder Co. is 153a Corporation Street, Birmingham.

## The 6 h.p. Swift Motorcycle.

We came across a very smart-looking combination recently in Messrs. Wauchope's showrooms at 9 Shoe Lane, E.C., in the form of the 1914 6 h.p. Swift and sidecar. The engine is a medium-sized twin, with bore and stroke of 67 mm. by 95 mm., with large valves and adjustable tappets. The transmission is by chain-cum-belt, with a three-speed gearbox in a countershaft position, giving ratios of 4½, 7½ and 13½ to 1. A plate clutch with cork insets is fitted, and is controlled by foot, while the kick-starter is of very substantial proportions. A popular specification is shown by the Dunlop 26 mm. by 2½ in. tyres, Aniac carburetter, Druid pattern forks, Best and Lloyd drip-feed lubrication, etc., etc. The sidecar is very large and comfortable, and has a strong step-board fitted on the left-hand side. The general finish of the whole combination is very smart, the red and grey tank of the cycle going very well with the French-grey tint of the sidecar. The price, too, for such a machine, is quite moderate, being £70 15s. for the single motorcycle, and £86 10s. for the combination.

## A New Ivy-J A.P. Sidecar Outfit.

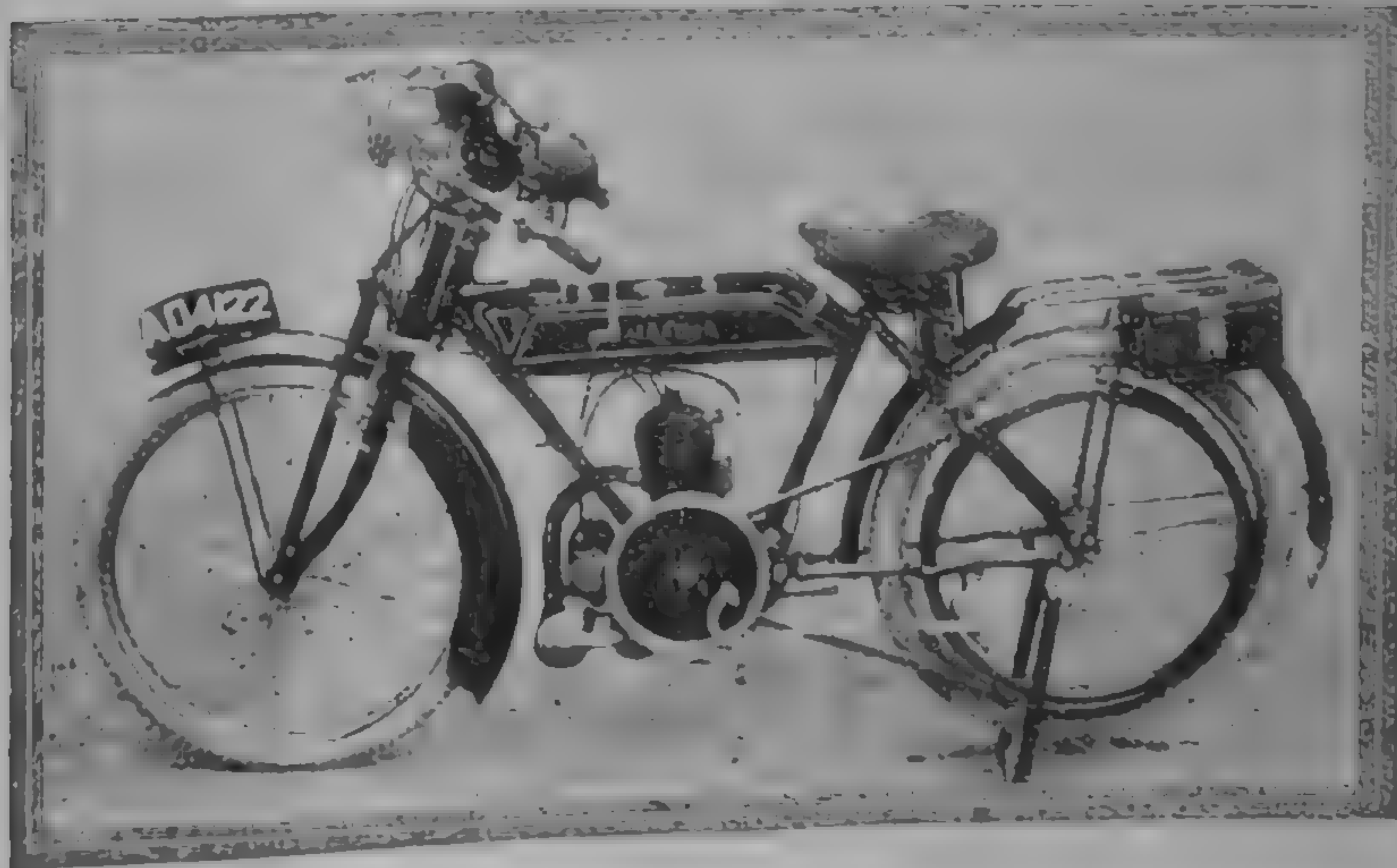
One of the latest sidecar combinations to be put on the market is the new Ivy-J.A.P. This outfit is fitted with a 5-6 h.p. twin J.A.P. engine of 85 mm. by



The Hobart cylinder head and compression release.

85 mm. Either the Armstrong three-speed hub gears or the well-known Jardine countershaft gearbox can be fitted, provision for the latter being made by a special bottom bracket. The starting gear is by a chain and sprocket to the back hub in the hub-gear pattern, and the handle can either be used as a kick-starter or a starting handle. Brampton Biflex spring forks, in which both horizontal and vertical movements are taken, are employed. Very wide mudguards of shallow depth protect the rider, and, together with the black finish, make this machine a good all-weather mount. The sidecar is well made and roomy. The price of the complete outfit is £80.

The tyres fitted to T.T. motorcycles are quite the most important of those parts not made by the manufacturers of the machines, but the faith which Messrs. A. J. Stevens and Co. pinned on Avon tyres was certainly not misplaced, for the A.J.S.s which finished first, second, fourth, and sixth in the Junior T.T. were fitted with Avon tyres.



The new Ryder with Villiers two-stroke engine.









A  
**RECAPITULATION  
 OF THE SENIOR RESULTS.**

21 out of 52 finishers (40.38 per cent.) used

**DUNLOPS.**

7 Gold Medals out of 17 won on Dunlop Tyres.

1st C. G. Pullin .. Rudge	21st C. T. Newsome .. Rover	40th D. M. Brown .. Rover
2nd H. R. Davies (tie) Sunbeam	22nd A. J. Lindsay .. Rover	41st H. G. Dixon .. James
5th G. Boyton .. Triumph	23rd R. Carey .. B.S.A.	42nd J. W. Adamson .. Rudge
9th Quinton Smith .. Triumph	30th T. M. Sheard .. Rudge	44th P. H. A. Matthews .. Rudge
11th V. Busby .. Sunbeam	35th J. Woodhouse .. Quadrant	45th F. A. Maylott .. B.S.A.
13th T. C. de la Hay .. Sunbeam	38th G. R. Martin .. Triumph	49th S. G. Perryman .. Quadrant
17th T. Pollock .. James	39th McMeekin, Jun. .. Rudge	52nd H. Hopkins .. Abingdon

No other make of tyre approached these performances — conclusive demonstration of superiority.

*Wires from the Sunbeam—the first team to finish:—*

"Tyres perfect."—Busby.

"No trouble in practice or race."—Davies.

"More than pleased with tyres."—De la Hay.

"All Rudge riders used Dunlop tyres; no trouble whatever."—Rudge.

The Dunlop Rubber Co., Ltd., Founders of the Pneumatic Tyre Industry,  
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—————Radiators—————

*“Exceed all Expectations.”*

Easily fitted without special tools and undisturbed by any vibration.

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**WYLIE & LOCHHEAD, Ltd.**

(HARCOURT RADIATORS DEPT.)

**BYERS ROAD, GLASGOW.**



# Club News and Gossip.



## Slough and Uxbridge M.C.C.

The result of the Harris challenge cup, first trial, to Southampton and back, was as follows:—1. Mr. Eliot (Arno), error 1 min. 37 secs.; 2. Mr. Cooper (Humberette), error 3 mins. 18 secs.; 3. Mr. Bywater (Triumph), error 3 mins. 25 secs.

## Triumphs Successful at Oldham.

A successful handicap hill-climb was held at Booth Dene in the evening of Tuesday last, by the Oldham and District M.C., a record entry being received. Results:—Solo: J. Smith (3½ h.p. Triumph); S. Schofield (8 h.p. Matchless); P. Platt (4 h.p. Bradbury). Sidecar: J. Smith (3½ h.p. Triumph); F. Wood (6 h.p. Bradbury); T. Kenworthy (8 h.p. Dot).

## Bedford M.C.C. Trial.

The Bedford and District Motor Cycle Club held a reliability trial recently from Bedford to Chipping Norton and back, via Buckingham, Banbury, Deddington and Bletchley. The course, which was of a non-stop nature, was over 130 miles in length, and included three severe hills. The cup and gold medal for best performance of the day was awarded to C. M. O'Connor (6 h.p. Rudge and s.c.). Gold medals: H. Colman (3½ h.p. Norton) and L. Kell (6 h.p. New Hudson and s.c.).

## Purley and District M.C.C.

The annual flexibility hill-climb was run off last Saturday at Chalk Pit Hill, Osted. Results:—

Solo machines under 560 c.c.—1, E. V. Walters (P. and M.); 2, C. C. Hore (3½ h.p. Rover); 3, M. C. Breese (3½ h.p. B.S.A.). Solo machines over 560 c.c.: C. W. Meredith (6 h.p. Bradbury). Passenger machines: 1, A. H. Wright (6 h.p. A.J.S. and sidecar); 2, M. C. Breese (3½ h.p. B.S.A. and sidecar); 3, E. V. Walters (3½ h.p. P. and M. and sidecar). President's cup for best performance of the day: A. H. Wright.

## Southampton Hill-climb.

The Southampton and District M.C.C. held a successful hill-climb at Dean Hill, near Salisbury, recently. The hill, which is known to motorists as a "teaser," was in excellent condition, and some good performances were witnessed by a number of spectators. Results:—

500 c.c. Class (solo).—1, J. Tuffin (3½ h.p. New Hudson); 2, E. C. Prince (3 h.p. Enfield).

500 c.c. Class (sidecar).—1, J. W. Silvey (3½ h.p. Sun-Precision); 2, Miss B. Sims (3½ h.p. New Hudson).

1000 c.c. Class (solo).—1, D. Underwood (7 h.p. Indian).

1000 c.c. Class (sidecar).—1, B. Cox (6 h.p. Enfield).

## OUR FIXTURE LIST.

JUNE.

- 6th—Doncaster and District A.C. Open Speed Trials. Secretary, Danum Hotel, Doncaster.
- North-West London M.C.C. High Speed Efficiency Trial at Brooklands. Secretary, H. J. Pooley, 23, Clifton Av., Finchley, N.
- Mersey (Liverpool) M.C. Open 24-hour Trial to Edinburgh and Back. Secretary, S. W. Carty, 5, Redcross St., Liverpool.
- 9th-10th—R.A.C. Car Races, Isle of Man.
- 13th—M.C.C. Inter-Club Team Trial.
- Bristol M.C.C. Speed Trials at Weston-super-Mare. Secretary, P. Grout, 5, The Avenue, Keynsham, Bristol. Entries close June 5th.
- Scottish Speed Championships. Secretary, J. S. Fulton, 131, West Regent Street, Glasgow.
- M.C.U.I. Ulster Centre Open Racing on Magilligan Sands.
- 15th-20th—Scottish Six Days Trial. Secretary, C. McGregor, 32, Alva St., Edinburgh.
- 20th—Sutton Coldfield A.C. 2 c.c. Open Half-day Motorcycle Trial. Secretary, F. W. Finnemore, 122, Colmore Row, Birmingham.
- B.M.C.R.C. Meeting. Secretary, T. W. Loughborough, The Hill House, Warrington, Surrey.
- Birmingham M.C.C. Speed Trials.
- 20th-21st—M.C.C. Week-end Run to Selsey Bill.
- 25th—Essex M.C. Open Speed Trials, West-cliff-on-Sea Promenade. Secretary, E. J. Bass, Bishop's Stortford.
- South Wales A.C. and Cardiff M.C. Open Hill-climb at Caerphilly. Secretary, 2, Dumphries Place, Cardiff.
- 27th—Open Speed Trials at Porthcawl. Secretary as above.
- Mersey (Liverpool) M.C. Open Speed Trials. Secretary, as above.
- Bristol B. and M.C. Open Hill-climb. Secy., H. Blocksidge, 14, Frederick Place, Clifton.
- B.A.R.C. Meeting. Secretary, Carlton House, Regent Street, W.
- 29th—N.W.A.A. Trial. Secretary, S. W. Carty, as above.
- 6th-11th July—A.-C.U. Six Days Trial.
- 4th-9th August—International Six Days Trial in French Alps.
- 15th August—Grand Prix Race.
- 28th October—A.-C.U. Autumn Trial.
- Lighting-up Time.**  
6th June ... 9.9 p.m.

## Reliability Trial in Shropshire.

The Wolverhampton M.C.C. held an interesting reliability trial recently. A special effort was made in this trial to give the amateur an equal chance for a prize with trade riders, and the method was as follows:—The numbers of all the competitors who finished the course were pooled and drawn from the hat in teams of three. The aggregate errors of times of all the teams were then taken, and the team with the least error was awarded three silver cups. Results:—First team: M. Weir (2½ h.p. A.J.S.), G. Fellows (3½ h.p. B.S.A.), G. Stallard (3½ h.p. Rudge). Second team: W. Bishop (3½ h.p. Rudge), S. Hill (3½ h.p. Rudge), G. Cross (8 h.p. Matchless). Third team: C. Freeman (2½ h.p. Clyno), G. Rowley (6 h.p. A.J.S.), Miss D. Stevens (6 h.p. A.J.S.).

## Rover Beats All-comers.

The Tunbridge Wells and District Light Car and Motor Cycle Club held a successful fast and slow hill-climb on Wednesday, 13th May. The hill was about three-quarters of a mile long, with a gradient of 1 in 6 in parts, and was somewhat difficult to negotiate, owing to a sharp bend before the start. The prize for the fastest time of the day was won by F. C. Rawson (3½ h.p. Rover); time, 50½ secs. The biggest difference between fast and slow climb (motorcycle), A. Pearmund (3 h.p. Enfield), time 3 mins. 41 secs.

## Detuning a Modern Machine.

An "old crocks" hill-climb was held by the Edgbaston Amateur M.C.C., on Weatheroak Hill, near Birmingham, recently. An "old crock" was procured and also a "spare," but, unfortunately, neither machine managed to reach the hill, so a modern "3½" was carefully "detuned." The results were as follows:—1, J. L. Taylor; 2, H. Goodwin. Several other events are being organized, and any amateurs who are interested should apply to the acting hon. sec., F. C. A. Wright, Charlecote, Copt Heath, near Birmingham.

## Hill-climbing at Malvern.

A speed hill-climb was held by the Malvern and District M.C.C. recently, with the following results:—

SECS.

### Class I.—350 c.c. on Time.

- |                                       |     |
|---------------------------------------|-----|
| 1 O. C. Curtler (2½ h.p. Douglas) ... | 13  |
| 2 W. Cotton (2½ h.p. Douglas) ...     | 13½ |
| 3 E. C. Heis (2½ h.p. Douglas) ...    | 13½ |

### Class II.—500 c.c. on Time.

- |  |     |
|--|-----|
| 1 R. E. Surman (3½ h.p. Alldays) ...     | 10½ |
| 2 W. Walker (3½ h.p. Triumph) ...        | 11½ |
| 3 R. E. Pennington (3½ h.p. Alldays) ... | 13  |

### Class III.—500 c.c. on Time. Standard Touring Machines only.

- |                                   |    |
|-----------------------------------|----|
| 1 W. Walker (3½ h.p. Triumph) ... | 12 |
| 2 A. Wilson (3½ h.p. Triumph) ... | 13 |
| 3 F. Drew (3½ h.p. Rudge) ...     | 14 |

### Class IV.—1000 c.c. on Time.

- |  |     |
|--|-----|
| S. Jones (8 h.p. Ixion) ...                          | 10  |
| 1 H. J. S. Greatwick (5-6 h.p. Wright Blumfield) ... | 10  |
| 3 J. Dutton (5-6 h.p. Corah-J.A.P.) ...              | 10½ |
| 4 R. E. Surman (3½ h.p. Alldays) ...                 | 10½ |

### Class V.—Up to 1000 c.c. on Formula.

- |  |  |
|--|--|
| 1 O. C. Curtler (2½ h.p. Douglas) ...                |  |
| 2 S. Jones (8 h.p. Ixion) ...                        |  |
| 2 W. Cotton (2½ h.p. Douglas) ...                    |  |
| 4 H. J. S. Greatwick (5-6 h.p. Wright-Blumfield) ... |  |

Fastest time of the day, H. J. S. Greatwick (5-6 h.p. Wright Blumfield), 9½ secs.

We wish to draw especial attention to the motorcycle trial organized by the Sutton Coldfield M.C.C. for 20th June. This will be a most interesting event, the trophy being a magnificent one.



## Club News (contd.).

## N. W. A. A. Inter-club Hill-climb.

On Saturday, the 23rd ult., the N. W. A. A. held one of the best-supported hill-climbs organized in the north-western area for the last few years. The hill selected is known as Booth Dene, on the Oldham-Halifax road, between Derby Bar and Junction. It is quite safe, a mile long, and has an average gradient of about 1 in 10.

There were 100 entrants for the event, and had it not been for the close proximity of the T. T. races, a much larger entry would have been booked. There were tremendous downpours of rain during the whole of Friday night and Saturday morning, right up to the time of starting, consequently only 83 out of the 100 entrants competed.

The classes for motorcycles were as follow:—(3) 500 c.c. sidecar combinations; (4) 750 c.c. sidecar combinations; (5) 1000 c.c. sidecar combinations; (6) 270 c.c. solo; (7) 350 c.c. solo; (8) 500 c.c. solo; (9) 750 c.c. solo; (10) 1000 c.c. solo.

The competition was in the nature of an inter-club team hill-climb, clubs federated to the Association entering teams of two drivers each for the various classes. The judging was done on time, with a handicap, taking into consideration the class of machines, whether racing or touring, and the previous performances of the drivers.

There were only two men of note in the 500 c.c. sidecar class, viz., Jack Smith, the well-known Triumph expert of Oldham, and F. C. Coops, of Manchester, who also entered in the Oldham team. Coops swept up the course in 1 min. 38½ secs., whilst Smith came a good second in 1 min. 40½ secs. These times compare very favourably with the 6 h.p. times in the next class, and together easily secure first place in the 3½ h.p. sidecar event.

The best performance in the 750 c.c. sidecar class was put up by H. Bottoms, on a 6 h.p. Bradbury; while the next best was that of Mr. T. Thompson, who also rode a 6 h.p. Bradbury. The feature of this climb was the attitude of Thompson's passenger, who had his head where the feet usually are.

In the 1000 c.c. class, very fast time was put up by A. J. Brewin, of Mersey club, on his 8 h.p. Zenith, which streaked up the course in 1 min. 16 secs. On some parts of the hill Brewin was doing nearly 60 miles per hour, and was

well ahead of the other 10 competitors in this class.

The length of the course was now reduced for the solo machines to about three-quarters of a mile. The competitors in Class 6 were rather disappointing, neither Wray nor Gibson, on 2½ h.p. two-stroke Clynos, coming up to expectations, the fastest ascent being that of F. C. Jones, of Mersey club, who, on a 2½ h.p. Singer, ripped up the course in 1 min. 8½ secs.

The 350 c.c. class was easily won by Garlick, of Oldham, on a 2½ h.p. T. T. Hobart, whose time for the hill was 60½ secs.

There were 18 entries in the 500 c.c. solo class, Jack Smith (3½ h.p. Triumph) again being successful in putting up fastest time of the day for solo machines, i.e., 59 secs. Arthur Hall, of Denton Club, made a good second with his 3½ h.p. Rudge in 60½ secs.

The handicap results are as follow:—

500 c.c. sidecars.—First team, Oldham club: G. Smith (Triumph), F. Coops (Triumph).

750 c.c. sidecars.—First team, Oldham club: B. Wood (6 h.p. Bradbury), F. Buckley (6 h.p. Bradbury).

1000 c.c. sidecars.—First team, Mersey club: A. Brewin (8 h.p. Zenith), Coopland (8 h.p. Dot).

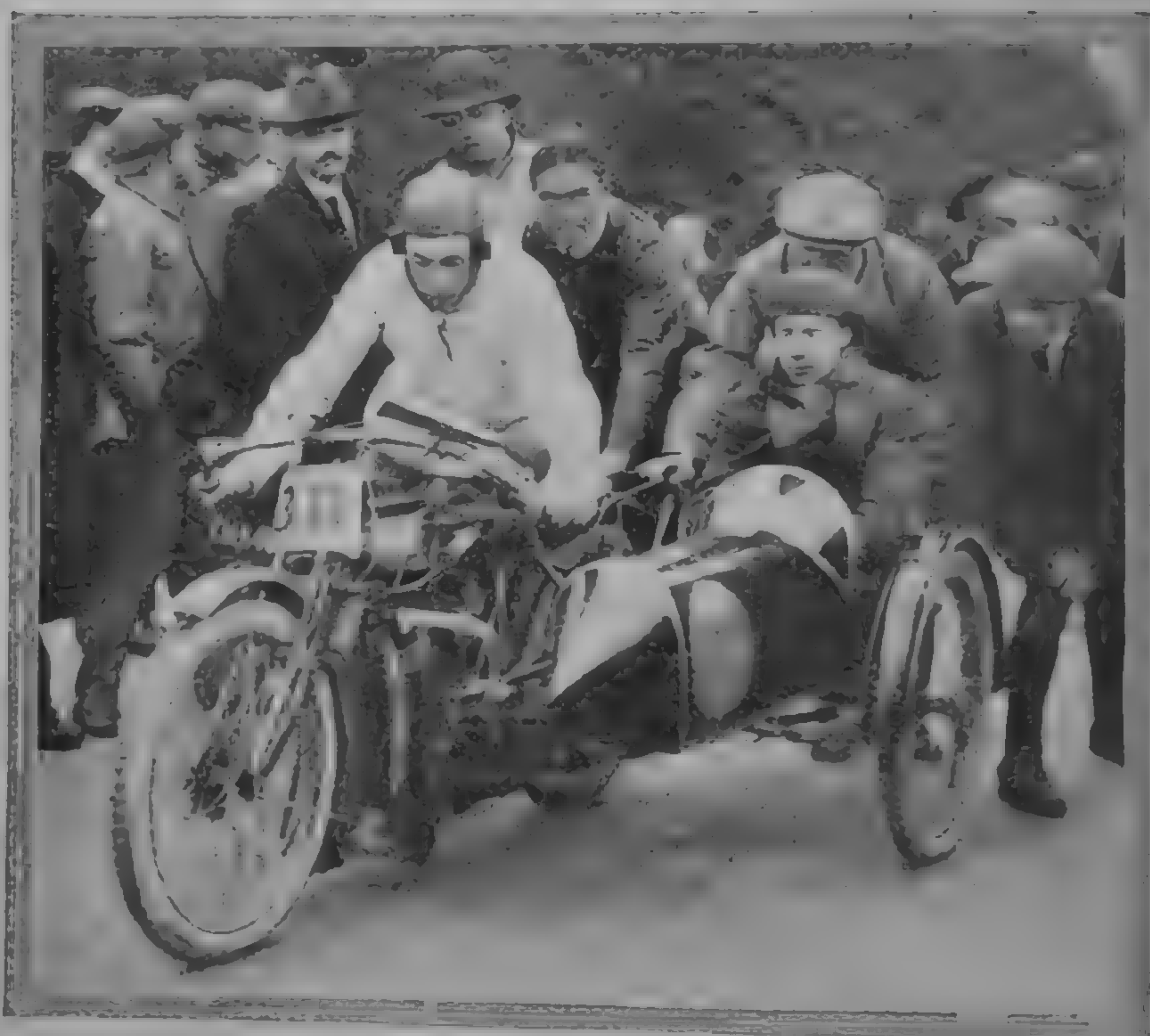
270 c.c. solos.—First team, Mersey club: Jones (2½ h.p. Singer), Jenkins (2½ h.p. Ivy).

350 c.c. solos.—First team, Mersey club: A. Wade (2½ h.p. A.J.S.), Carr (2½ h.p. New Imperial).

500 c.c. solos.—First team, Oldham club: Smith (Triumph), Coops (Triumph).

750 c.c. solos.—First team, Oldham club: A. Platt (4 h.p. Bradbury), Kirkland (4 h.p. Bradbury).

1000 c.c. solos.—First team, Mersey club: A. Reed (8 h.p. Dot), Barton (6 h.p. Rex).



Mr. A. J. Brewin starting his Zenith and Flying Middleton sidecar in the North-Western Automobile Association Hill-climb.

### Inter-'Varsity Hill-climb Results. Won by Oxford.

Class I (800 c.c.)—Scratched; timing error.

Class II (motorcycles, unlimited).—1, C. F. A. Portal, Oxford (5 h.p. Bat), 38½ secs.; 2, B. Sanderson, Oxford (5 h.p. Bat), 38½ secs.; 3, U. C. Pusinelli, Cambridge (8 h.p. J. A. P.), 39½ secs.

Class III (1000 c.c.)—\*1, J. C. Brooke, Cambridge (7 h.p. Indian), 32½ secs.; 2, T. McKenna, Oxford (3½ h.p. Norton), 35½ secs.; 3, C. F. A. Portal, Oxford (5 h.p. Bat), 39½ secs.

Class IV (cars on time).—1, T. S. Coates, Oxford (10 h.p. Singer), 56 secs.; 2, J. W. Read, Cambridge (24 h.p. Vauxhall), 63½ secs.; 3, R. Weston Stevens, Oxford (20 h.p. Ford), 64½ secs.

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Class V (motorcycles and sidecars).—1, L. P. Openshaw, Oxford (8 h.p. Zenith), 60½ secs.; 2, J. Hay, Oxford (6 h.p. A.J.S.), 1 min. 26 secs. There were no Cambridge starters for this event.

Class VI (500 c.c.)—1, T. McKenna, Oxford (3½ h.p. Norton), 40½ secs.; 2, P. J. Richardson, Cambridge (3½ h.p. Triumph), 45½ secs.; 3, A. McLaughlin, Cambridge (3½ h.p. B.S.A.), 48½ secs.

Class VII (350 c.c.)—1, C. O. Hayward, Cambridge (2½ h.p. Douglas), 50½ secs.; 2, T. S. Coates, Oxford (2½ h.p. N.U.T.), 52½ secs.; 3, E. D. Collins, Cambridge (2½ h.p. Forward), 55½ secs.

\*Fastest time of the day.

A combined guide and road map which all touring motorcyclists should make a

point of obtaining is issued by the Michelin Tyre Co. In addition to the very clear maps, on which are printed the distances between towns, the guide contains a mass of valuable information, mentioning all the best hotels and points of interest of each town. Large diagrams of all the more important towns are given; in fact, this guide is one of the most useful works of its kind. It can be obtained from Michelin Tyre Co., Ltd. of Fulham Road, London, S.W.

In the Grand Criterium de Moto-cyclettes de la Cote d'Azur, which took place over a course of 250 kilometres, Motosacoche machines finished first in the 350 c.c. class, first in the 500 c.c. sidecar class, and first in the general class for sidecar machines.



# A FEW RECENT SUCCESSES ON CLINCHER TYRES

**50%** of the riders on Clinchers in the T.T. Races gained Gold Medals.  
The Premier Position for Private Owner secured on Clinchers.

Nottingham and District M.C.C. Trial	1st Gold Medal.	Non-stop Certificate, Silver Goblet for best Sidecar performance.
Scarborough M.C.C. Hill Climb	...	First Prize.
Jarrott Cup Trial	...	6 Gold Medals, 3 Silver Medals.
Brooklands Cyclecar Handicap	...	Winner.
Stockport Open Hill Climb	...	4 Firsts, 4 Seconds.
Birmingham-Weymouth Trial	...	Gold Medal.
Old Crock's Trial—Streatham to Brighton	Silver Medal—the tyres used in this trial were kept for 9 years after being bought second-hand.	
Cardiff M.C.C. Hill Climb	...	2 Firsts.
South Birmingham M.C.C. Trial	...	Gold Medal.
Coventry and Warwickshire Trial	...	2 Non-stop Certificates.
Redditch and District Trial	...	First.
Hunslet Club Reliability Trial, 12 hours	...	Gold Medal.
Brooklands Cyclecar Races	...	MILE AND KILOMETRE RECORDS.
Brooklands Time Trials	...	First, Second, Third.
Brooklands Sidecar Sprint Races	...	2 Seconds.
Bedford and District Reliability Trial	...	2 Non-stops.
Sutton Coldfield Amateur Open Hill Climb	...	Bronze Medal.
Rubina Hill Climb	...	Fastest Time—Record for Hill—One First.
Sheffield and Hallamshire M.C.C. Speed Trial	...	3 Firsts. 2 fastest times in two classes.
Woolwich Open Trial	...	Gold Medal.
Mid-Kent M.C.C. 50 Miles	...	Medal for Best Time.
Edinburgh 150 Miles Reliability Trial, Light Car	...	Highest Award.
Liverpool A.C.C. Open Reliability Trial	...	First Class Certificate.

SEND  
FOR  
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FACTORIES : ... CASTLE MILLS, EDINBURGH.

USE THE  
"CHICK"  
GOLF BALL.

*The Tyres that are Superior*





# SUCCESS

IN THE

## T.T. Race

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### Pedley Belts

out of a total of 30  
in the Junior Race.

## 1st & 2nd

Belt-Driven Machines  
were fitted with Pedley's.

## Pedley Belts

were fitted to twice as many  
machines which actually  
finished as all other makes  
of belts combined. ∴ ∴

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# A.B.C.

# Reliability

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## TOURIST TROPHY RACES

The A.B.C. was the only  
make of machine that had  
every machine finish in both  
Junior and Senior Races.

J. L. E. Emerson finished  
**SIXTH**, qualifying for...

## GOLD MEDAL

... in the Senior Race. ...

NOT ONE of the A.B.C.  
machines had a single  
mechanical breakdown either  
in practice or in the races.

**A.B.C. ROAD MOTORS,**  
Limited,  
Brooklands, Byfleet, SURREY.



# WITH A MOTORCYCLETTE IN MANXLAND.

## Another Practical Experience with a 2 h.p. O.K. Junior—Hill-climbing Tests.

**M**ONA, the motocylists' Mecca! What glorious memories the sunny promenade at Douglas arouses. The wide, open sweep is thronged with motor-bicycles and cars of all sorts and descriptions.

Gaily-dressed women are reclining luxuriously in well-upholstered sidecars, for this year the law has stepped in to prevent the annual epidemic of pillion-seat riding which was so popular in the past.

Hither and thither flit the palpitating machines, and outside each hotel a little group of motorcyclists is to be seen gathered round a machine or two and discussing the chances of the race. Everybody talks, thinks and dreams of petrol and speed.

Amongst all that assembly of machines none is more suitable for the week's holiday in Douglas than the miniature motor-bicycle or motorcyclette.

It was my good fortune to take over this year a little 2 h.p. O.K. Junior. This required no giant of strength to get it running, nor was there any need to sprint down the Douglas promenade before the engine would fire, for it was never obstinate.

A couple of men easily carried it up the steps leading from the boat on to Douglas pier, and then, like many other tanks which had presumably been emptied on board, a mysterious presence of petrol was discovered immediately on landing, and a gentle push set the little motor running again.

The same phenomenon of the sudden presence of petrol in the tanks after landing was noticed by many other riders. For one who has to be continually dodging about from hotel to hotel, up to the Auto-Cycle Union office in Athol Street, and back to the Sef-ton Hotel garage, with its narrow yard at the back, the motorcyclette is indeed the ideal. I was particularly favourably impressed with the little O.K. engine on account of its ease in starting. It is quite a usual failing with small high-speed engines for them to become gummy inside and need constant priming in order to ease the piston and the cylinder, but this fault is not found with the O.K. Junior.

One day, just to test its hill-climbing powers, I rode over the mountain road from Douglas to Ramsey and back again, during which a climb of something like 1500 ft. had to be made. It begins right up out of Douglas, practically from sea level, and in order to get on the course a long hill with a gradient of perhaps 1 in 12 has to be surmounted. The first time I went up this hill—all those who patronized the MOTOR CYCLING train will remember

it well, as they must have walked up it to the grandstands—I was reduced to low gear, but on three subsequent occasions the little machine made light of the 1 in 12 on top. Other climbs it did equally well. Then up on the mountain road it succeeded in getting to within 100 yards of Keppel Gate on top gear, despite the contrary wind, this being evidently quite a common performance, as another O.K. with

standard gears did the same.

Coming back from Ramsey the low gear had to be engaged a good deal, but although the speed could not have been more than 10 m.p.h. for several miles on end the engine never overheated, and when the summit was reached it picked up the high gear without a knock.

The gear change lever on this machine is mounted on the tank, somewhat similar to the Douglas, and can be banged in and out, provided the exhaust lifter is raised at the moment of changing. I never had a moment's trouble with the transmission, which is

by means of a semi enclosed chain from the engine shaft to the countershaft and from this by means of a belt to the rear wheel.

There was the usual hustle on the boat returning to England, but it was a much easier task for my two porters to lift the little O.K. down the pier steps and deposit it in the hold than for the gang of five or six to take down the heavier machines, and I scored again at Liverpool, for I could almost raise it up the 1 in 2 plank separating the boat from the pier single-handed. Then the phenomenon of the presence of petrol being suddenly noticed in the tank allowed me to start away in a couple of yards and swoop up that steep 1 in 6 ascent from the pier, passing quite half-a-dozen less fortunate motorcyclists, clad in stuffy overalls, breathlessly pushing their machines laden with luggage for the home journey before filling up with petrol at the top.

How safe and comfortable one feels on a motorcyclette in traffic. On the low gear, with the engine throttled down, you can ride at walking pace with the front wheel almost under the grid of a bus or van in front of you. You can turn round in your own length without switching the engine off, and you can ride along even a railway platform without causing any inconvenience to the holiday crowds hurrying to and fro. With the machine in neutral gear it can be wheeled along single-handed almost as easily as a pedal-cycle, and yet when the gear is engaged it is good enough for a 200-mile run inside 10 hours.

"PLATINUM."



With many of the machines it was a task for five men to get them ashore at Douglas. The motorcyclette could be carried up the steps easily by two men.



# WHAT MOTORCYCLISTS ARE TALKING ABOUT.



## The Black List— Motorcyclists' Behaviour.

## Freemasonry Unrewarded— Baulking in the T.T.

### The T.T. Special.

As one of those who travelled from Coventry on your T.T. special, I am writing to express my admiration of the excellent arrangements made for the comfort and convenience of all who availed themselves of this trip, and of the splendid organization by means of which everything was done so rapidly and smoothly.

Of the many good ideas carried out by MOTOR CYCLING, this T.T. special trip will always be looked back to by me as one of the most successful, and I, at least, should like to express my hearty thanks for the trouble taken to ensure the comfort of all who participated.

KATHLEEN H. SIMPSON.

### Spectators at the T.T.

Please permit me, as an interested observer of the T.T. races, to call your attention to the scandalous behaviour on the part of many spectators on the course. I refer, of course, to the manner in which they wander on the track from Hilberry to Willaston Corner.

In this year's senior event I at one time counted 24 people calmly walking all over the road. A friend of mine was fortunate enough to obtain a photograph of a group of spectators on the route, with a rider passing among them at speed.

It is not the islanders who offend in this respect, but visitors to the races, who, I take it, have to leave early for Douglas to catch the 4 p.m. boat. I know several competitors who will bear me out that they were badly baulked on this portion of the route by people whom one would expect to know better.

I particularly noted one man cutting out repeatedly from this cause, thus losing several seconds. A marshal struggled gamely with four delinquents, but what is one among so many?

This condition rarely occurs until about the fourth lap, then the nuisance increases as the laps proceed. If it is so essential to keep spectators off the course at some points, why allow them on at other parts? No one dreams of baulking a man in the first lap, why then in the last laps, which are run at greater strain to the driver and more risk to the fools who behave thus?

One or two men drove all out regardless of everything, but for the majority the danger to others would be too great, and the risk to one's self appreciable. May we hope next year better instincts will prevail, at any rate in so far as this part of the course is concerned? I cannot answer for other points on the course, but at Hilberry I saw a spectacle which was a disgrace to the body of people to which they profess to belong as

"SPORTSMEN."

### "Freemasonry of the Road."

I am about to call your attention to two actions of motorcyclists which appear to me to be liable to injure the willingness which exists among us to help one another. On one occa-

sion I met a man driving a 6 h.p. Enfield, whose driving chain was badly broken. I stopped, although in a great hurry, and eventually volunteered to take the chain into the nearest town—I had some difficulty in finding a garage that would do the work, which I do not understand, but which was a long job. I spent an hour while a mechanic did the work and I paid for it. When I got back to the other man he thanked me and said it was kind of me to stop, "good evening," and I retired.

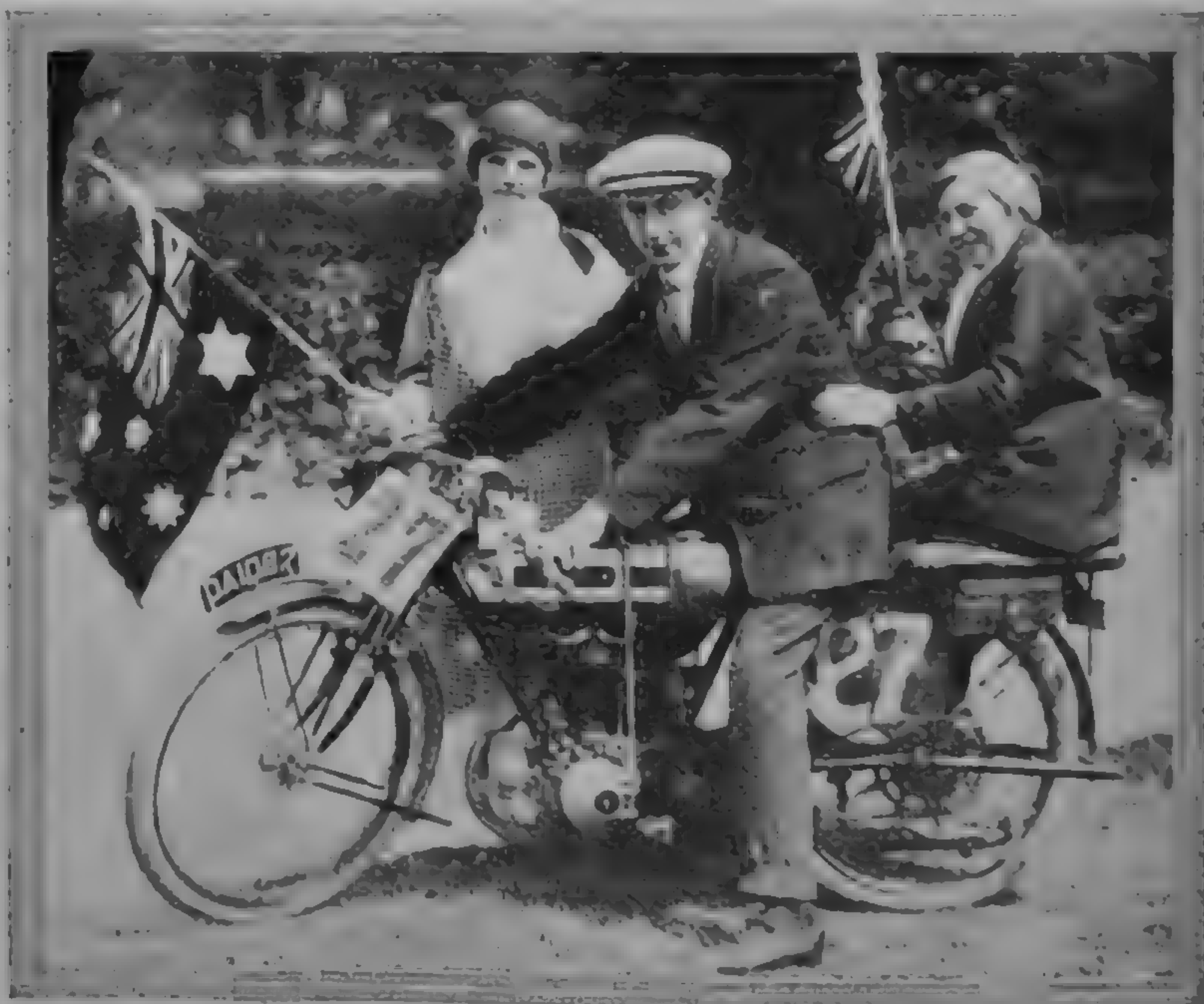
About one month after, at a village about eight miles from anywhere, near the south coast, I found a Douglas man "in the same boat," and the same thing happened. It is true it was only 1s. this time, but, as I have said, the cost is not the point, it is the spirit. I might quite possibly have refused to accept the money if I could do so without offending the person. This man added to his laurels by popping gently past me as a milk-cart backed into me and doubled up my sidecar mudguard and lamp, and never stopped to inquire if I was in need of help. Such incidents do not encourage those of us who wish to help.

F7036.

### Police Trap in Essex.

There will probably be a police trap working between Passingford Bridge (near Abridge) and Stapleford Tawney, in Essex, on Bank Holidays, for the future; there is a good, straight road, and police have been observed measuring out the distance. There was one in the vicinity on Easter Monday.

"A FRIEND."



The Junior T.T. winner has half-an-hour "off"



## What Motocyclists are Talking About (contd.).

## The Black List.

I notice in this week's issue of your paper that Bromley, in Kent, has been black-listed. I am a resident of this suburb, and think it may perhaps be of interest to your readers to know what steps I have taken in order to support this very excellent idea of yours. In addition to refraining from purchasing any motor-cycling necessities in Bromley, I have notified the tradesmen with whom I deal that unless police persecutions cease I intend to deal entirely with a big London house, such as Whiteley's or Harrods', and to make such arrangements that not one sixpence of my money goes



Mrs. "Connaught Cocks climbing Litton Slack, a freak hill included in the Liverpool trial.

into the town that I can possibly spend out of it. I am also writing to the local papers to inform them of the action I am taking, and, of course, doing my best to induce motor-cycling friends in the neighbourhood to follow my example.

Coming to figures, it will be seen that if only 50 motor-cyclists or car owners were to combine in taking such action the town would lose between £7000 and £10,000 per annum, surely a sufficient figure to make the tradesmen realize where their real interests are.

CHARLES E. WOOD.

The usual high-class matter contained in your journal for the delectation of your readers is somewhat marred in your current issue by the ill-considered injunction to motorcyclists under the heading of "The Black List," in which you enjoin your readers to boycott garage and hotel proprietors in the districts affected by police persecution.

Were your journal one published in Russia one could very well understand the spirit of oppression and intolerance indicated in the editorial ukase. My sympathy is extended to the innocent tradesmen who will doubtless be affected by your edict; but surely in this blessed country of ours every liberty-loving Englishman will appreciate that it is grossly unfair to boycott hotels and garages, who are in a measure dependent on motorists, for the injustices meted out by their respective police authorities, a fault that is not theirs, and who, being a paltry minority, can hardly bring the necessary pressure to bear on the "powers that be" for the purpose of checking the pernicious police habit.

The injunctions contained in your paper strike a commonsense person as poor politics, unsound philosophy and unsportsmanlike and futile in its purpose.

ARTHUR BRAND.

## Disturbing the Neighbourhood.

With regard to Mr. Enderwick's letter, which appeared in your paper of the 18th ult., we have a shrewd suspicion as to the victims aimed at by the inhabitant of "a quiet road in Lee." It is true that this road, up to the present, may have been a quiet one, but seeing that presumably it has not been reserved for the private use of Mr. Enderwick, we do not think it in the least inconsiderate to pass up this road in a law-abiding manner for the purpose of testing after an occasional "tune up."

With regard to the remarks as to taking one's pleasures further from one's doorstep, we have just completed a tour through Wales, where we have had an opportunity of conducting hill-climbs on gradients of 1 in 50 if not 1 in 5.

Unfortunately, in the present populous state of England, it seems impossible to move far from one's own doorstep without encroaching upon that of some such hyper-sensitive person as your correspondent. No offence meant, none taken.

"HAPPY THOUGH HARASSED."

## Motorcyclettes in Germany.

As an enthusiastic motorcyclist and a careful reader of your journal, I take the liberty of addressing my first letter to you, with the object of taking exception to the article headed "Motorcyclettes in Germany," appearing in your journal on 5th May, which might very easily prove misleading to "home manufacturers."

In the first place, Mr. Cresswell states that no English manufacturer has tried to capture the German market. He might be surprised to learn that the Douglas and Rex are both making a strenuous effort in this direction, and doing a good turnover for German conditions.

Mr. Cresswell further makes a special point that motorcyclettes are wanted here, whereas the tendency is to powerful machines, although there is also room for lightweights. This may be seen from the fact that the Indian, Henderson, and Rex all do a big business here.

Mr. Cresswell mentions the N.S.U., but makes no mention of the Wanderer, which is ridden quite as much as the N.S.U., to say nothing of the Fafnir. Although perhaps desirable, it would not be necessary to manufacture here, as is proved by the fact that the Rex, Douglas, Henderson, Indian, and Puch, the only foreign machines ridden here to any extent, all import.

The import duty into Germany is M70 (about £3 7s. 6d.) per machine, and, although considerable, this is not enough to prevent business.

I have had 15 years experience of Germany, and am also connected with one of the leading Continental motorcycle and cycle tyre manufacturers. Should this question prove of interest to any "home manufacturer," I should be glad to give any further information.

JAS. M. GUMMERSON.

Bachstrasse 6, Hamburg 21.



The scene on Litton Slack Hill in the recent Liverpool open trial.



## What Motorcyclists are Talking About (contd.).

## New Use for a Mascot.

I am sending you a photograph of my mascot: it is very much alive, and has ridden miles in the position depicted in the picture. Being a bit of a "scrapper," the dog comes in very useful when its fellow canines wander too near the front wheel for my comfort. All I have to do is to stop, let the passenger alight, then the fun begins to fly.

Tavistock.

E. R. STRANGER.



A dog that likes motor cycling.

## The Drop Frame.

It seems remarkable that the drop frame associated exclusively with the Scott motorcycle is not more widely used, for its advantages are considerable. One advantage which ought to appeal to manufacturers is that it is equally suitable for both sexes. A motorcycle of this type would attract many ladies to the pastime, and I am astonished that your lady readers have not come forward and given the manufacturers hints as to what they consider the ideal lady's machine. Most

of the ladies' machines at present on the market have a "freakish" look. Surely it would be possible for manufacturers to evolve a "compromise" machine, and save themselves the trouble and expense of making two quite different types.

A small-powered two-stroke engine might be used, if a change-speed gear were incorporated. Comfort and ample mudguarding would also have to be studied.

"BUZZARD."

## "Compleat with Fine Fine Things."

The following genuine letter has been forwarded to us by Messrs. Douglas Bros.:-

"Douglas Bros. Kingwood

"Bristol London 39

"Newman Street, W.

"New Barrack Calabar

"Southern Nigeria Regiment,

"Dear Sir,--Please kindly to Send me your catalogue with every thing compleat fine cloths to wear Slik Handkercheif Bicycle Shirt Slik Singlet Flannel Singlet lamp and panama hat felt and Helmets With Samply of cloths every things must compleat with fine fine things every things you put in the catalogue no more to say I my letter with my beautiful compliment to you Address

"Tom T. M. Jador Esq CIO

"Lt. colonel G.T. Mair new Barrack Calabar

"Southern Nigeria Regiment.

## The Stoupe Brow Hill climb.

Your report on the Stoupe Brow hill-climb is hardly accurate, and I think that in justice to the machine that made a very meritorious climb, your readers should be informed of the following facts: On arrival at the hill the machines were sent down in pairs; each made the attempt singly, but the only machine to make a successful climb at the first attempt under normal road conditions and without the aid of roped or chained tyres was the Quadrant driven by Mr. T. Silver.

Further, if Stoupe Brow were included in a reliability trial, riders would not be allowed to stop and rope their tyres; if they could not climb a hill without ropes they would certainly be classed as failures.

I might add that I have no connection with the makers of the Quadrant, but at the hill-climbing expedition in question I was

"AN INTERESTED SPECTATOR."



The kind of road chosen for the modern police trap because it is perfectly safe. This particular trap is between the Portsmouth Road and the top of Roehampton Lane, Putney Heath. While trapping the safe road the police neglect dangerous crossings.





*Illustration shows a section of Twin Ribbed Pattern tyre with Puncture-proof Band. Positively prevents puncture and is guaranteed not to impair resilience. Can easily be removed from old to new tyre.*

*Peter Union Patterns:  
Plain, Rubber Stud, Steel Stud,  
Twin Rib.*

## The Nail that Failed

*The following is an extract from an entirely unsolicited letter from a user of Peter Union Tyres and the Puncture-proof Band. Comment is needless. It is only necessary to mention that your Agent can supply you or we will supply direct.*

"Some six weeks ago I fitted one of your 3in. Rubber Studded Tyres with a Puncture-proof Band to the back wheel of my 6 h.p. Bat-Jap and sidecar. This excellent combination appears to have done away with tyre trouble altogether. I have covered just over 2,000 miles, without the slightest tyre trouble. At Easter it took me successfully through a long distance reliability trial, afterwards proceeding to Worthing to join the Gypsy Party. During the Gyrkhana on Monday my attention was drawn to what looked like trouble, this proved to be, when withdrawn, a 1½in. wire nail, and was prevented from entering the tube by the Puncture-proof Band. At any rate, on being withdrawn, to the astonish-

ment of all my friends, there was no collapse of the tyre, which has never been off since first put on. A point worth bearing in mind, and which I am making known to my friends, is the fact that a solid heavy band of good quality rubber renders the cover not only puncture-proof, but gives a delightful springiness when placed on the back wheel, helping to take the road shocks, and thus adding to the pleasure of a long day in the saddle, a very different result to the old style puncture-proof band which had a contrary effect, and deadened the tyre. I am quite sure that any who try your combination on the back wheel of their machines will endorse all I have said."

**Peter Union**  
**MOTORCYCLE TYRES**  
**and Puncture - proof Band**

**THE PETER UNION TYRE Co., Ltd.,**  
LONDON: - - 190-2, Great Portland Street, W.  
MANCHESTER: - - 21, Albion Street, Gaythorn  
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# Motor Cycling Mart

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—A.J.S., 1914, T.T., 2½ h.p., we can supply this model, we have 1914 6 h.p. in stock; also 1913 6 h.p., £49. Crow Bros., 190 High Street, Guildford. 39-s509

—A.J.S., new 1914 combinations, delivery from stock; get our quotation. Walkers, Crouch Street, Colchester. Tel., 321. 38-s761

—A.J.S., new 1914 6 h.p., complete, with U. and I. sidecar; get our quotation. Walkers, Crouch Street, Colchester. Tel., 321. 38-s762

—A.J.S., 2½ h.p., July, 1913, three speeds, new 1914 cylinder, valves, piston, many fittings and spares, perfect condition in and out, any examination or trial, £58. Write Dalrymple, Highgate, Priory Road, High Wycombe. 38-u2

—A.J.S., 1914, 6 h.p., and coach-built sidecar, new Easter, used solo, tyres barely marked, sidecar still in crate, cash £76, accessories cheap, no mishap, guaranteed, examination welcomed; seen London. Box No. 3449, care of "Motor Cycling." 38-u39

—A.J.S., 1913, 2½, two-speed, excellent condition, all accessories, £40 or nearest, cash. Box No. 3454, care of "Motor Cycling." 38-401

—A.J.S., free engine, two-speed, 2½ h.p., new condition, with spares, £30. T. H. Jones, Keen Sollars, Cleobury-Mortimer. 38-400

—A.J.S., 1913, 6 h.p., two speeds, kick-starter, splendid sidecar machine, £40. 24 Cargil Road, Earlsfield. 38-u56

—ALLDAYS, 2½ h.p., two-stroke, 1914, unriden, horn, lamp, £26 cash, must sell. Box No. 3446, care of "Motor Cycling." 38-u36

—ALLDAYS Matchless, 2½ h.p., two-stroke, only run 300 miles, as new, £24. The New London Motor Works, 173 Katherine Road, East Ham, London, E. 38-s887

—ALLDAYS MATCHLESS, 2½ h.p., two-stroke models, delivery from stock, no waiting, 25 guineas. Eagles and Co., High Street, Acton. 38-u13

—ARIEL, 6 h.p., three-speed counter-shaft, and spring wheel Gloria sidecar, new end April, a bargain, £80. 91 Grange Road, W. Hartlepool. 38-u62

—ARIEL-SWIFT, 1912, 3½, variable gear, decompressor, perfect, £27. 1 St. Vincent Road, Egremont, Cheshire. 38-s968

—ARNO, 1912, 3½ h.p., three-speed motorcycle with lamp and horn, all in very good order, £29. Exeter Motor Cycle and Light Car Co., Ltd., Bath Road, Exeter. 38-403

—AUTO-WHEEL makes pedal cycle a motorcycle, supplied and fitted for £16 16s. cash or monthly payments, immediate delivery. Wilkins, Simpson and Co., 11 Hammersmith Road, London. 47-b311

—AUTO-WHEEL, £16 16s. cash, or easy payments; immediate delivery, no waiting, in stock. Wilkins, Simpson and Co., 3 Ranelagh Gardens, Barnes, London. 48-d227

—AUTO-WHEELS fitted to any bicycle converts it into a motorcycle, the greatest invention of this or any other age; 1 motorcycle at one-half usual cost, £16 16s., or 12 payments 30s. 10d. or 18 21s. 6d. each; carriage paid U.K.; immediate delivery. Write p.c. for illustrated list, or call and see the Auto at the show-rooms, 248 Bishopsgate, London, E.C. 41-587

—AUTO-WHEEL, new September last, not ridden five miles, perfect as new, what offers? Moore, 50 Ratishill Road, Scarborough. 38-s415

—AUTO-WHEEL, complete and brand new, in case, as received from makers, unused, bought motor, cash £12. Seen Flower, 7 Grosvenor Road, Westminster. 38-s882

—AUTO-WHEELS, B.S.A. and standard models, in stock. Arthur Mylam and Co., 42 High Road, Streatham, S.W. 38-u8

—BABY LEVIS, 1914, two months old, perfect climber, cost £33 10s., sell £27 10s. Rogers, Southern Garage, Bromley Road, Catford. 38-s854

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—BATS, spring frame, model 3. a few of these well-known machines, 1912 and 1913 (soiled and second-hand), to be cleared cheap, all are in splendid condition and great bargains, send for clearance list. Bat Motor Manufacturing Co., Kingswood Road, Penge, S.E. 40-s938



# WAUCHOPES

## New 1914 Machines in Stock.

No.		£ s.
7680	2½ h.p. Model T Douglas ...	42 0
7704	3½ h.p. speed Singer (Arm-strong gear) ...	58 0
7705	2½ h.p. 2-speed F.N. ...	49 0
7711	4½ h.p. 2-speed Singer and Sidecar ...	80 0
7731	5½ h.p. T.T. Rudge Multi ...	58 15
7731	Williamson taxicab combina-tion ...	£136 12s. 6d.
7772	6 h.p. Rudge-Multi ...	115
7801	3½ h.p. 2-speed Matchless, 3-speed ...	60 gns
7820	8 h.p. Crouch Cyclecar, with dicky seat ...	138 15
7951	1 h.p. Rex-Sidette, chain drive ...	85 0
8022	1 h.p. 3-speed Rex-Sidette ...	85 0
8028	1 h.p. 3-speed Bradbury ...	75 0
8037	1 h.p. 3-speed, chain drive, Cam-pion and sidecar ...	114
8044	3½ h.p. 3-speed Premier, chain drive ...	63 0
8069	2½ h.p. Standard Douglas ...	42 0
8137	1 h.p. 3-speed Bat ...	67 10
8181	2½ h.p. Model T Douglas ...	42 0
8264	6 h.p. 3-sp. Rex Sidette, ch'n drive ...	85 0
8286	4 h.p. 2-sp. Belt Drive Bradbury ...	56 0
8303	3½ h.p. 3-speed Humber ...	52 10
8334	1 h.p. water-cooled Humberette ...	135 0
8346	6 h.p. 3-speed Rudge ...	63 15
8369	6 h.p. 3-speed chain and belt drive Swift and Sidecar ...	86 10
8381	1 h.p. 2-speed P. & M. ...	65 0
8383	1 h.p. 3-speed Humber, water cooled ...	63 0
8396	3½ h.p. twin James, 3-speed chain drive ...	63 0
8400	8 h.p. water-cooled Williamson ...	82 0
8401	8 h.p. water-cooled Williamson and Sidecar ...	102 2
8410	3½ h.p. 3-speed Humber ...	52 10
8418	4½ h.p. 3-speed Quadrant ...	47 5
8423	1 h.p. 3-speed Chater Lea and sidecar ...	£98 7 6
8428	4 h.p. 3-speed B.S.A., chain drive ...	63 0
8429	6 h.p. 3-speed Rex sidette ...	85 0
8462	7 h.p. Swift Cyclecar ...	140 0
8465	4 h.p. 3-speed B.S.A., chain drive ...	63 0
8466	4 h.p. 3-speed B.S.A., chain drive ...	63 0
8476	7 h.p. 2-sp. Indian & de luxe S-c. ...	88 18
8478	7-9 h.p. 2-speed Quadrant & S-c. ...	84 0
8491	8 h.p. 2-speed Bat, chain drive ...	72 0
8501	6 h.p. 2-sp. Enfield Combination ...	84 0

## New 1913 Machines in Stock.

No.		£ s.
6431	3½ h.p. F.E. B.S.A. ...	43 0
6759	1 h.p. 2-speed Rex-J.A.P. ...	67 10
7329	3½ h.p. 3-speed Bradbury ...	50 0
7498	8 h.p. Chater-J.A.P. No. 7 ...	70 gns.
7559	3½ h.p. 3-speed Nut ...	60 10
7898	3½ h.p. Zenith, clutch model ...	60 0

## New 1911 Machine in Stock.

No.		£ s.
4796	3½ h.p. L.M.O., variable gear ...	25 0

## Second-Hand Machines in Stock.

No.		£ s.
3248	1½ h.p. 1909 Motosacoche ...	12 10
6343	8 h.p. 1911 3-sp Chater Lea, S-c. ...	55 0
6378	6 h.p. 1911 Zenith and Sidecar ...	45 0
6421	3½ h.p. 1908 Minerva ...	15 0
6799	7 h.p. 2-speed F.E. Indian ...	35 0
6863	3½ h.p. 1910 Bat ...	25 0
7108	3 h.p. Civandon ...	20 0
7201	6 1910 2-sp. Matchless & S-c. ...	42 10
7203	5 h.p. 1912 2-speed Kerry & Sidecar ...	47 10
7318	6 h.p. Antoine ...	12 10
7338	3½ h.p. 1910 2-speed Rex ...	25 0
7418	8 1902 2-sp Matchless & S-c. ...	58 10
7507	6 h.p. 1912 Rex Jap & Sidecar ...	52 10

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is the opinion generally expressed regarding the guarantee of efficiency which accompanies every new or second hand machine that passes through our hands. It is invaluable because it is the guarantee of the foremost dealer in new and second-hand machines in London—because it is an absolute safeguard against disappointment or dissatisfaction with your purchase.

We have in stock machines of practically every well-known make. We can suit you in a few minutes. And if your machine costs more than £25 you may take advantage of the easiest of all easy payment systems—Wauchope's Easy Way.

No.		£ s.
7521	5-6 h.p. 1911 4-cyl. F.N. & S-c. ...	22 10
7535	3½ h.p. 2-sp. Roo and Sidecar ...	17 10
7537	7 h.p. 1912 2-sp. Indian & S-c. ...	60 0
7541	1 h.p. 1912 F.E. Rudge ...	37 10
7575	3½ h.p. 1909 Triumph ...	23 10
7576	3½ h.p. 1913 Ivy-Precision ...	32 10
7589	3½ h.p. 1910 N.S.U. ...	18 10
7620	3½ h.p. 1913 Torpedo ...	35 0
7664	3½ h.p. 1910 Quadrant ...	18 10
7665	3½ h.p. Quadrant and Sidecar ...	15 0
7666	3 h.p. 1910 N.S.U. ...	22 10
7702	8 h.p. 1912 Zenith and Sidecar ...	110
7708	3½ h.p. 1908 N.S.U. ...	18 10
7747	8 h.p. 1912 2-speed V.S.-Jap ...	40 0
7792	3½ h.p. 1913 Standard Triumph ...	35 0
7816	5-6 h.p. 1911 F.E. Bat ...	30 0
7850	3½ h.p. 1908 Triumph ...	22 10
7886	3½ h.p. 1911 T.T. Premier ...	20 gns.
7937	2½ h.p. 1913 2-sp. Douglas, Mod. R ...	42 0
7939	6 h.p. 1913 No. 2, 3-speed Bat ...	60 0
7992	3½ h.p. 2-speed Fafnir and Coach-built Sidecar ...	27 10
8003	2½ h.p. 1910 Royal Enfield ...	18 10
8038	3½ h.p. 1912 T.T. Rudge ...	27 10
8040	2½ h.p. 1913 model R Douglas ...	40 gns.
8048	6 h.p. 1912 2-speed Bat, chain drive ...	40 gns.

## No. Second-hand Machines—contd.

No.		£ s.
8071	3½ h.p. 1913 2-speed B.S.A. ...	43 10
8079	3½ h.p. 1912 Standard Triumph ...	28 10
8092	3½ h.p. 1911 F.E. Kerry ...	25 0
8160	7 h.p. 1913 2-sp. Indian & Sidecar ...	65 0
8165	6 h.p. Bat and Sidecar ...	25 0
8175	1 h.p. 1913 2-speed N.S.U. ...	50 0
8177	3½ h.p. 1910 N.S.U. ...	17 10
8197	3½ h.p. 1911 N.S.U. and Sidecar ...	25 0
8198	3½ h.p. 1907 Triumph ...	18 10
8203	6 h.p. 1912 2-speed Matchless and Sidecar ...	65 0
8210	2½ h.p. F.N. ...	15 0
8238	8 h.p. 1913 2-speed Bat & Sidecar ...	52 10
8258	5-6 h.p. Twin V.S. ...	18 10
8260	3½ h.p. 1909 Triumph Mabon variable gear ...	10
8275	1 h.p. 1913 6-speed Matchless and Sidecar ...	0
8277	6 h.p. 2-speed N.S.U. and Sidecar ...	27 10
8292	8 h.p. 1913 2-speed Matchless and Sidecar ...	65 0
8301	3½ h.p. T. T. Jap ...	25 0
8305	3½ h.p. 1907 Triumph ...	20 0
8313	5-6 h.p. 1911 T.T. Bat ...	36 10
8320	3½ h.p. 1911 Ariel variable gear ...	25 0
8323	3½ h.p. 1912 Lincoln Elk ...	22 10
8327	3½ h.p. Vindec Special ...	12 10
8335	3½ h.p. 1909 Triumph ...	23 10
8336	2½ h.p. F.N. ...	13 10
8338	3½ h.p. 1910 Bradbury ...	22 10
8352	3½ h.p. 1909 2-speed P. & M. ...	22 10
8353	7 h.p. 1914 2-speed Indian, electric starter ...	67 10
354	3½ h.p. 1911 2-speed P. & M. and Sidecar ...	30 gns.
8359	6 h.p. Twin Brown & S-c. ...	22 10
8361	2½ h.p. 1913 T.T. Douglas ...	35 0
8363	6 h.p. 1912 A.C. Sociable ...	50 0
8367	8 h.p. 1912 3-speed Chater Lea & S-c. ...	55 0
8378	6 h.p. 1912 Zenith and Sidecar ...	45 0
8405	4 h.p. 1911 3-speed Triumph and Branible coachbuilt sidecar ...	11
8412	3½ h.p. 1908 Triumph ...	20 0
8413	4 h.p. 1914 3-speed Triumph ...	50 gns.
8432	3½ h.p. 1912 2-speed Bradbury ...	33 10
8434	2½ h.p. 1911 3-speed New Hudson ...	25 0
8443	6 h.p. 1913 3-speed Bat & Sidecar ...	50 gns.
8445	8 h.p. 1913 2-speed V.S. & Millford Sidecar ...	11
8449	6 h.p. 1913 2-speed Enfield and Sidecar ...	65 0
8454	3½ h.p. 1911 2-speed P. & M. and Sidecar ...	30 gns.
8467	4 h.p. 1914 3-speed B.S.A., chain drive ...	57 10
8468	3½ h.p. 1910 Bradbury ...	20 0
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8484	6 h.p. 1912 Rex Sidette ...	35 0
8490	3½ h.p. 1914 3-speed Motosacoche and Sidecar ...	65 0
8492	1 h.p. 1913 2-speed Enfield and Sidecar ...	60 0
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8502	3½ h.p. 1908 Triumph ...	20 0
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—BAT-J.A.P., 1911, 11 h.p., P. and M., two-speed, free engine, speedometer, new Lukin carburettor and P. and H. lamp, wicker sidecar, £25, no offers, giving up riding. F. H. Davies, Chemist, Thornton Heath. 38-s864

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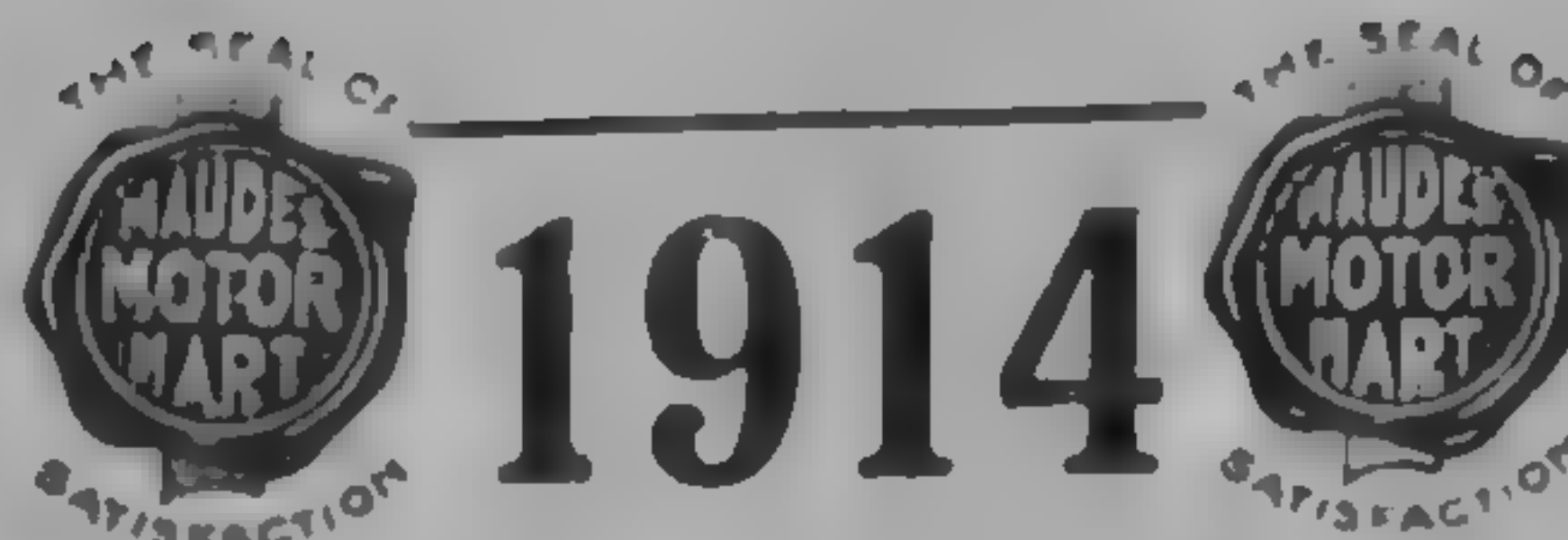
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3½ h.p. PREMIER, 1909, excellent order	£24
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11 h.p. BEDELIA 1913 cyclecar	£38
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3 h.p. MOTOSACOCHE, magneto	£14
3½ h.p. L.M.C., suit sidecar, variable pulley	£25
16 h.p. REX 1912 Sidette, 2 speeds	£46
18 h.p. CHATER, 3-speeds, s/car	£49
3½ h.p. REX, tourist model	£20
16 h.p. ENFIELD 1912 combination	£58
18 h.p. CHATER LEA 3-speed 1912	£55
3½ h.p. HUMBER, 2 speeds, magneto	£25
13½ h.p. REX, 1909, 2 speeds, Sidecar	£27
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\* denotes complete sidecar combination.  
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—CENTAUR, 3½ h.p., 1912, fitted with wicker sidecar and is in fine condition, sacrifice for £25. Betts, 128 High Street, Wandsworth. 38-212

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—CHATER-ANTOINE combination, 5-6, f.e., magneto, just overhauled, perfect, £22. M., 38 Old Tovel Road, Maidstone. 38-s907

—CHATER-FAFNIR, 3 h.p., magneto, B.B., tyres, belt as new, very low, variable, £12 12s. 142 St. Paul's Road, Canonbury. 38-s896

—CHATER-J.A.P. and sidecar, 4 h.p., 1912, offers. Trussell, Victoria Road, Barking. 38-s940

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—CHATER-LEA, 1913, 8 h.p., counter-shaft, three-speed gear, handsome sidecar, £75. Barnes Motor Garage (opposite Red Lion), Barnes, S.W. 38-435

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—CLYNO sidecar combination, 1914 engine, three-speed, clutch, kick-starter, lamps and horn, excellent order, £62 10s. Above. 38-u22

—CLYNO, 1913, 5 h.p., coach combination, kick starter, all accessories, good order, £65. P. J. Evans, John Bright Street, Birmingham. 38-382

—CLYNO, 1912½, 5.6, cane sidecar, just completely overhauled, all accessories, two-speed f.e., kick-starter, £45 or nearest offer; bargain, owner buying car. Box No. 3453, care of "Motor Cycling." 38-402

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—DOUGLAS, the Great Douglas. Sole Manchester Agent, Gourlay, Fallowfield, for Douglas. 89-u70

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552. ALCYON, 2½ h.p. .... 29  
1461. BROUCH, 6 h.p. .... 32  
1533. B.S.A., 3½ h.p., 2-speed ..... 44  
1561. DOUGLAS, model R ..... 40  
1551. DOUGLAS, model P ..... 36  
1541. HENDERSON, 8-10 h.p., 4-cyl. .... 52  
1553. INDIAN, 7 h.p., 2-speed ..... 52  
1433. REGAL, 4½ h.p., 1912 frame, 2-sp. .... 32  
1548. TRIUMPH, 3½ h.p., 3-speed ..... 45  
1542. ZENITH, 6 h.p. .... 40  
1547. ZENITH, 6 h.p. .... 47

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1560. ARNO, 3½ h.p., 3-speed and Sidecar £32  
1557. BAT, 3½ h.p., 2-speed and Sidecar... 30  
1550. BRADBURY, 3-speed ..... 34  
1430. F.N., 5-6 h.p., 4 cylinder, 2-speed and Sidecar ..... 38  
1460. HUMBER, 2½ h.p. .... 20  
1412. HOBART, 2½ h.p. .... 20  
1549. MOTOSACOCHE ..... 10  
1555. NEW HUDSON, 2½ h.p., 3-speed... 25  
1453. ZENITH, 8 h.p., and Sidecar ..... 48  
1342. ZENITH, 8 h.p. .... 42

### ◆◆ 1911 ◆◆

1545. CHATER J.A.P., 2½ h.p. .... 16  
1552. TRIUMPH, F.E. .... 28  
1478. ZENITH, 3½ h.p. .... 28  
ALSO  
1525. MINERVA, 3½ h.p. .... 10

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—DOUGLAS, late 1912, two-speed, clutch, kick start, F.R.S. lamp, speedometer, £36, offer. 176 Mitcham Road, Tooting, S.W. 38-s840

—DOUGLAS, 1911½, E, two-speed, free engine, X.L. saddle, lamp, accessories, 25 guineas, bargain. Warrenner, Pembury Road, Tonbridge. 38-s954

—DOUGLAS, 1911, two-speed, free engine, good hill-climber, in excellent condition throughout, £24. Barber, Brockhurst, Chester Road, Northwood, Middlesex. 38-s946

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—DOUGLAS, 1911, good order, £19. Surridge, Ongar, Essex. 38-s834

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—DOUGLAS, late 1913, model P, Hutchinson front, Palmer back tyres, XL All saddle, Autoclipse lamp and horn, Amac carburetter, £34. Robinson's, Green Street, Cambridge. 38-370

—DOUGLAS, model A, 3½ h.p., £58; instant delivery. Robinson's, Green Street, Cambridge. 38-371

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—DOUGLAS, 1912, model R, f.e., kick-start, two-speed gear, footboards, new Dunlop back cover, Palmer front, lamp and horn, £30. Robinson's, Green Street, Cambridge. 38-373

—ELF motorcycle, almost new, 1½ h.p. lightweight, pedal start, all latest improvements, bargain, £18. Luce, 27 Chancery Lane, London. zzz-180

—ELSWICK, 1914, twin, 4 h.p., green, with coachbuilt sidecar. Armstrong three-speed, very smart and powerful lot, £69. Surridge, Ongar, Essex. 38-s828

—ENFIELD, 1914, 6 h.p., with coachbuilt sidecar and luggage grid, the finest combination made, just arrived from works, £84 cash. Our easy payments are the very lowest; try us. Wilkins, Simpson and Co, 11 Hammersmith Road, London. 47-6313

—ENFIELD, 2½, 1911, only driven about 3500, good condition, chain drive, £18. Penair, South Hill Avenue, Harrow. 38-s856

—ENFIELD combination, 1912, 6 h.p., £45. Rebbeck, Stafford Lodge, Dean Park Road, Bournemouth. 38-s853

—ENFIELD, 1912, 2½, two-speed, free engine, B. and B., Bosch, new Clincher, Palmer, new P. and H. lamp, horn, complete, splendid condition, accept £28 lowest. Barnard, Three Mile Cross, Reading. 38-s957

—ENFIELD combination, 1913, new September, three lamps, horn, mirror, speedometer, watch, luggage grid, windscreen, cost over £100, sell £68. Jennison, Knowle Road, Mellor, Derbyshire. 38-s944

—ENFIELD, 1913½, 6 h.p., two speeds, like new, exceptional bargain, £45 10s. Bown, Photographer, Earlsfield. 38-s936

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—ENFIELD, 6 h.p., 1914 combination, as new, £65. Arthur Mylam and Co., 42 High Road, Streatham, S.W. 38-u10

—ENFIELD, 1913, combination, perfect condition, £60, or near offer. Fox, Barracks Golf Club, Lichfield. 38-u59

—ENFIELD, 1910, twin, Kempshall cover back, Palmer front, good condition, handlebar magneto control, general condition excellent, £16. Robinsons, Green Street, Cambridge. 38-363

—ENFIELD, late 1913, special 8 h.p. engine, light sidecar, lamps, luggage grid, tools, spares, and perfect tyres, makers' guarantee, £65. Wood, Horn Park, Lee, Kent. 38-417

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—F.N., 2½, two-speed, free engine, all accessories, £34, owner bought car. Can be seen at Rogers, 42 Church Road, Hendon. 38-s951

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—HOBART, 1914, 2½ h.p., free engine, Sturmev-Archer three-speed gear, cost £46, uncrated, what offers? Box No. 3447, care of "Motor Cycling." 38-u37

—HUMBER, 2 h.p., lightweight, magneto, good condition, £15 10s. Shuker and Son, Shrewsbury. zzz-995

—HUMBER, 3½ h.p., two-speed, splendid order, £25 10s. Shuker and Son, Shrewsbury. zzz-996

—HUMBER, 3½ h.p. two-speed, automatic lubrication, in splendid condition, £27. Betts, 128 High Street, Wandsworth. 38-211

—HUMBER, 1 h.p., lightweight, accept £20 cash. Betts, 128 High Street, Wandsworth. 38-215

—HUMBER, 1912, 3½ h.p., f.e., two-speed, Whittle, Pedley and Dunlop tyres, gear recently renewed, all in perfect running order, best offer accepted for immediate sale. H. W. Cash, Wembley Road, Bridgewater. 38-s849

—HUMBER, 1 h.p., in splendid condition throughout, purchased late 1913, £20. Colmore Depot, 31 Colmore Row, Birmingham. 38-356



—HUMBER, 1911, 3½ h.p., two-speed gear, with lamp and horn, nice condition, £25. Exeter Motor Cycle and Light Car Co., Ltd., Bath Road, Exeter. 38-404

—HUMBER, 1912, 3½ h.p., two speed gear, with usual accessories, £29. Exeter Motor Cycle and Light Car Co., Ltd., Bath Road, Exeter. 38-405

—HUMBER, 1911, two-speed, free engine, nearly new Kempshall back, Dunlop front, coachbuilt Gloria sidecar, £24 10s. Robinsons, Green Street, Cambridge. 38-364

—INDIAN motorcycle, 1914, 7 h.p., two speeds, clutch and kick-starter, electric lamps and horn, speedometer, done only 176 miles (guaranteed), better than new, accept £60, no offers. Russell Clifford Street, York. 38-253

—INDIAN, 7 h.p., red, like new, with coachbuilt sidecar, £47. Surridge, Ongar, Essex. 38-s827

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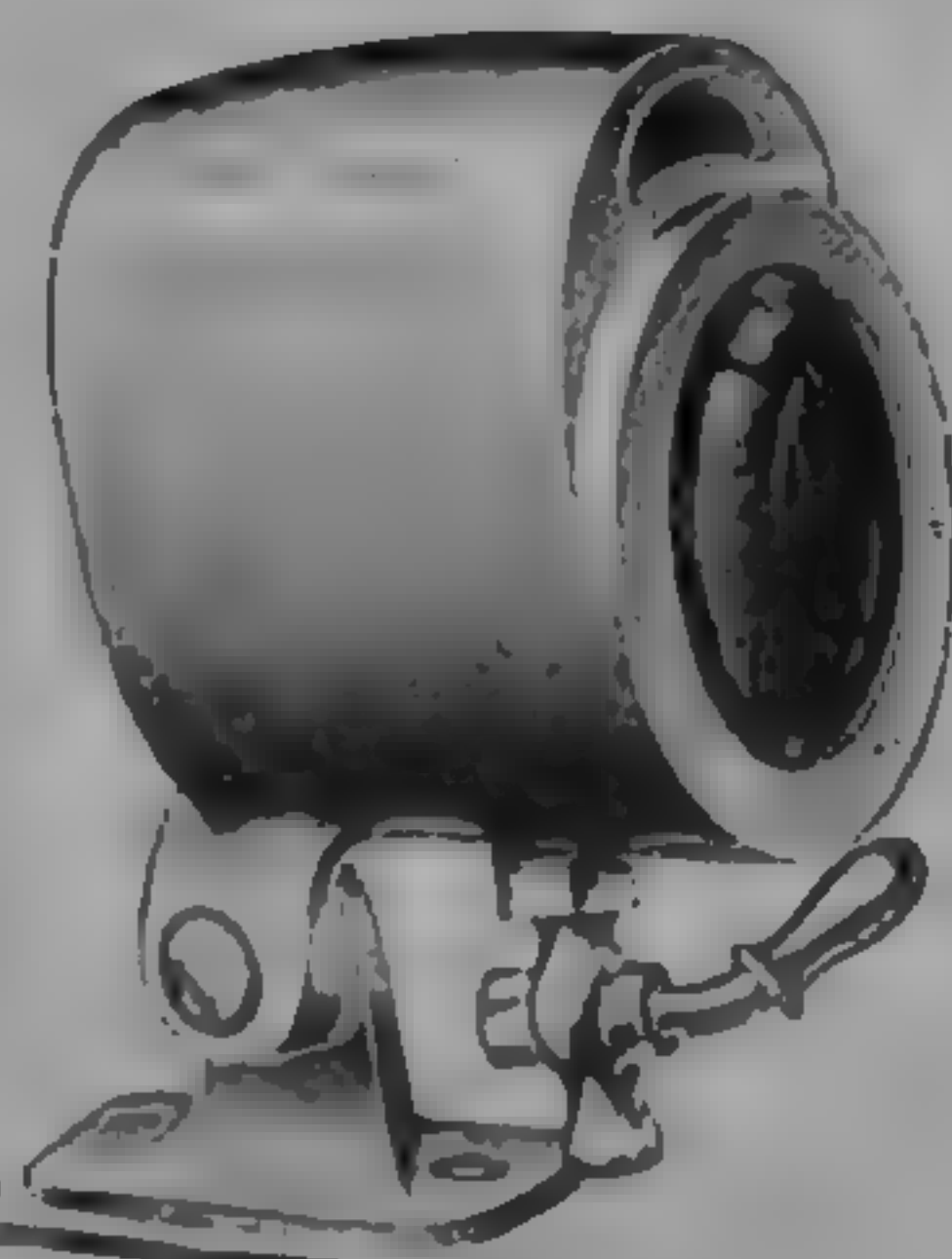
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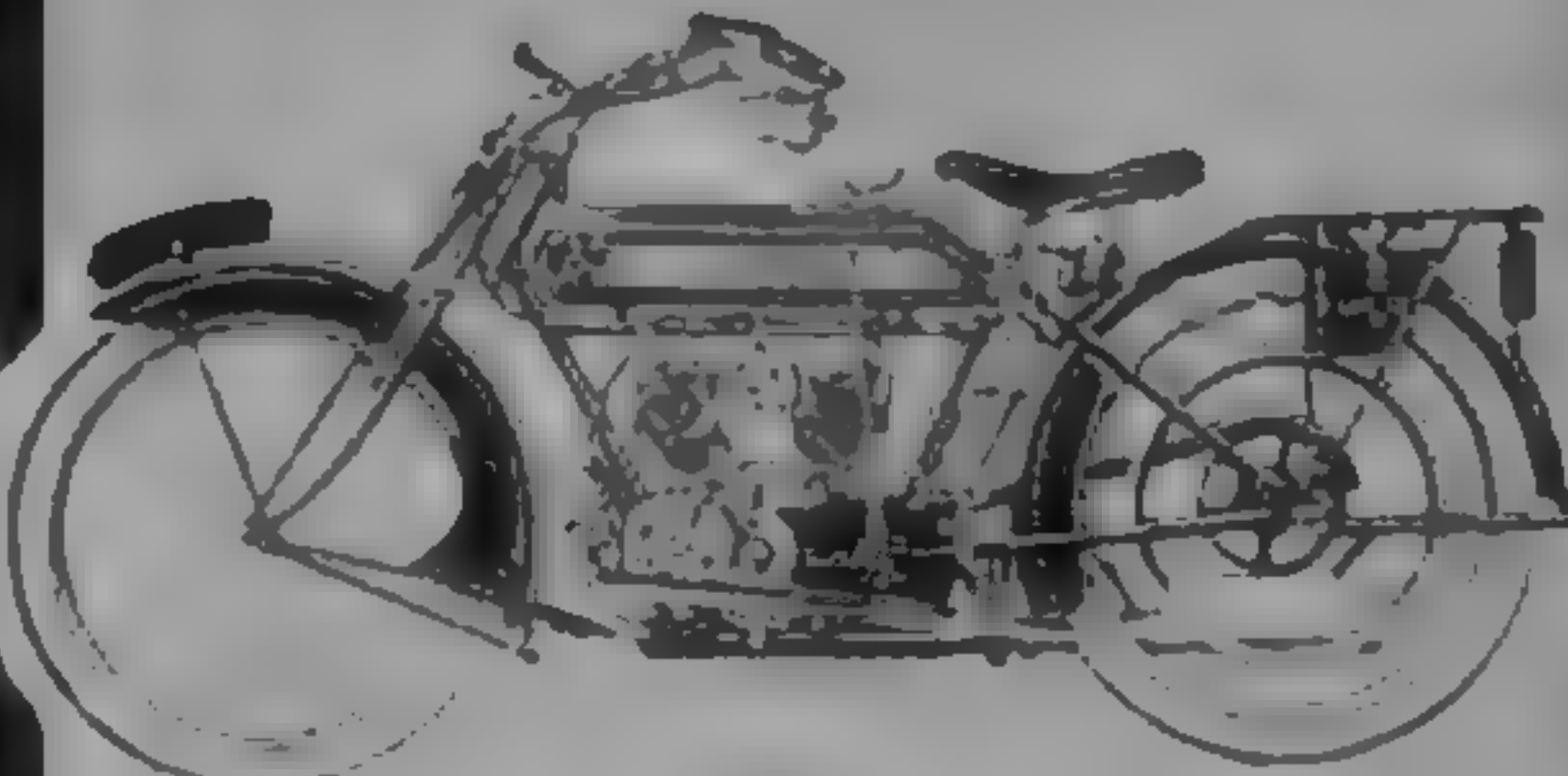
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911	Clyno, 1913, 6 h.p., 3-speed, kick starter, complete with Clyno sidecar; Rom	65 0
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395	Clyno, 1914, and No. 8 car, with hood and screen, lamps, and all accessories	85 0
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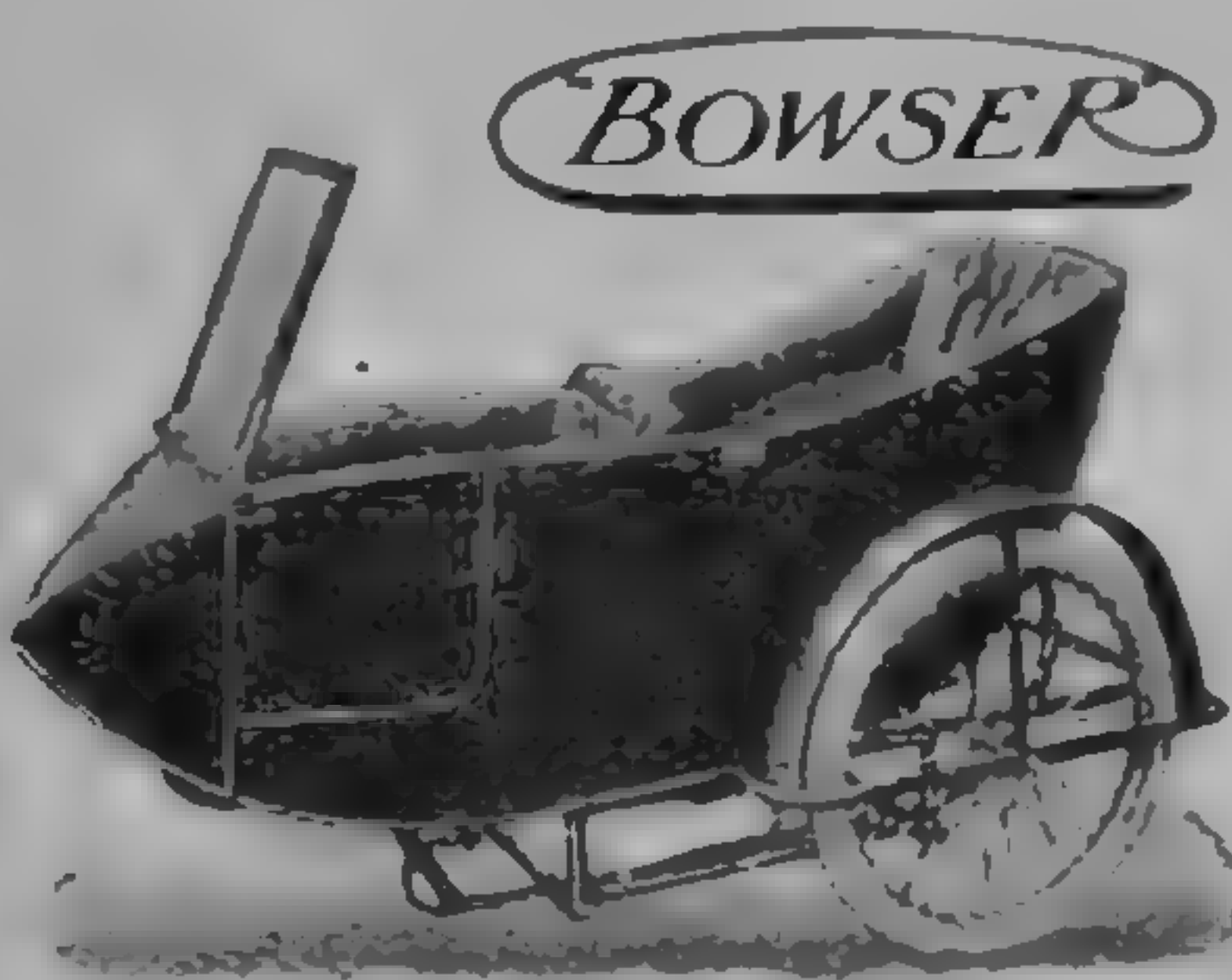
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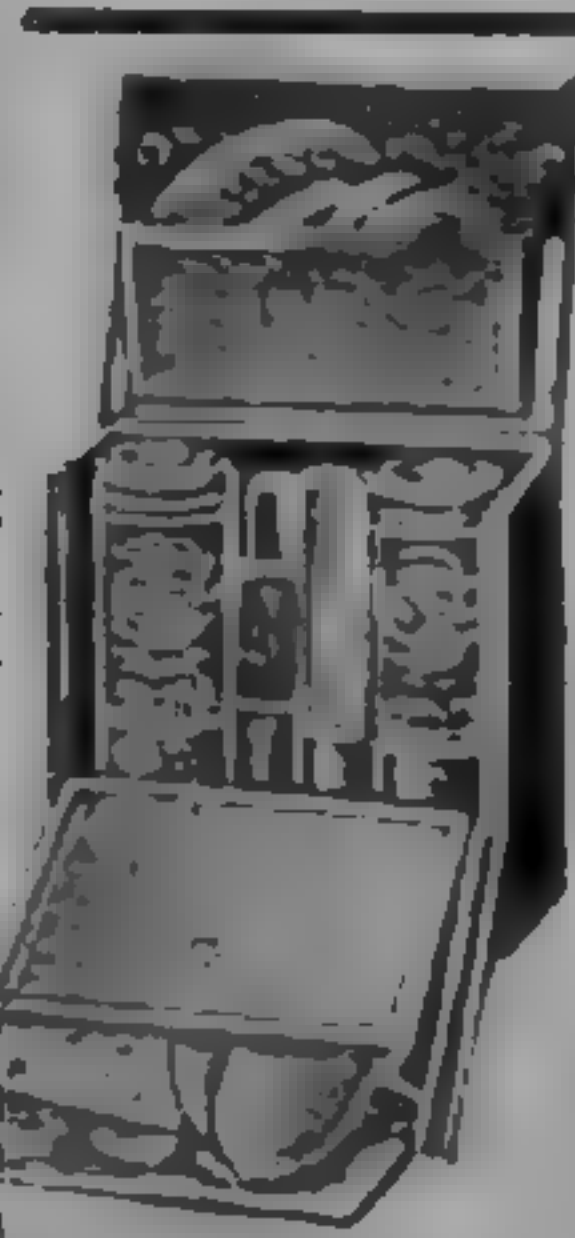
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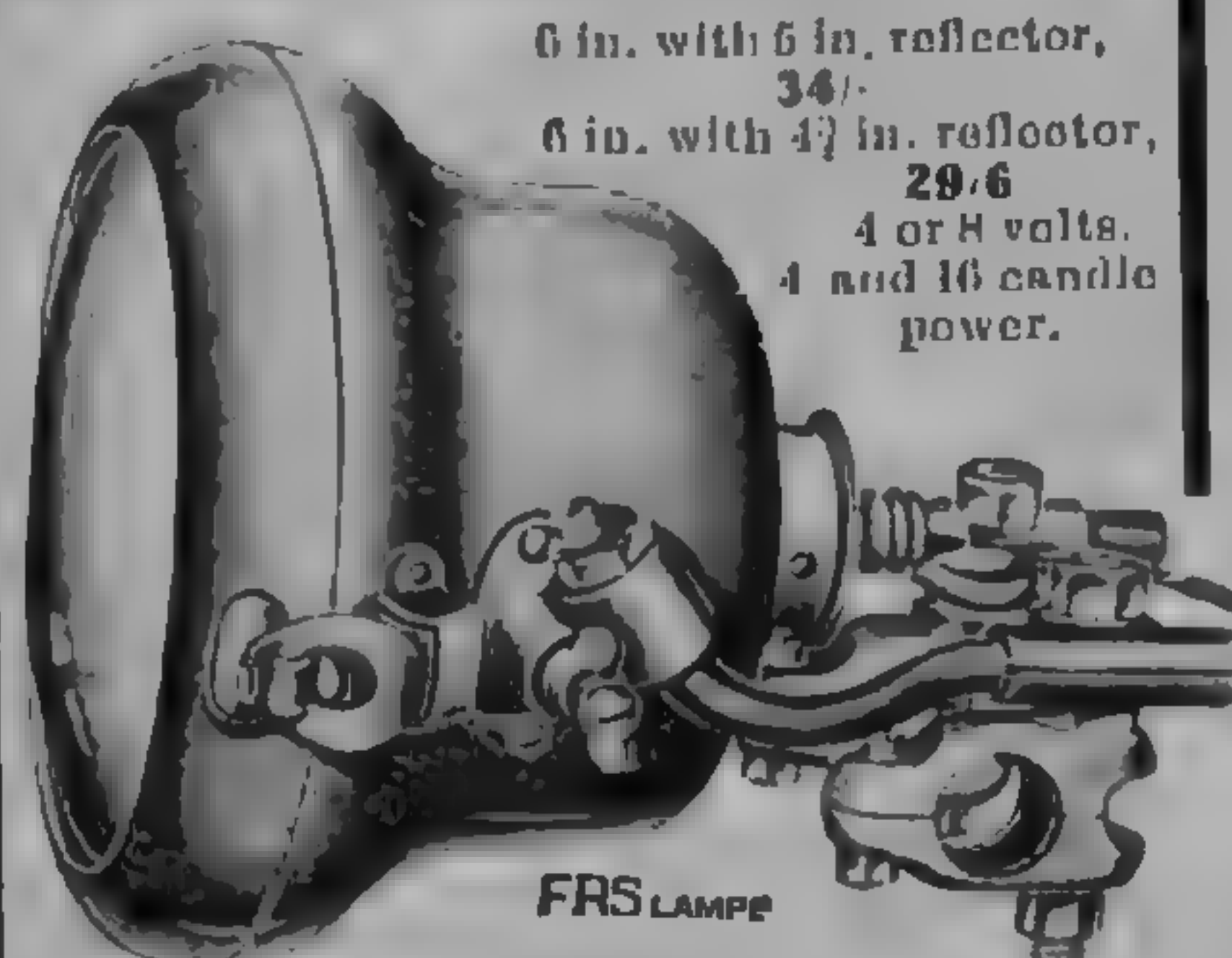
—ALLDAYS-MIDGET, 8 h.p., 1913, three speeds and reverse, hood, screen, lamps, etc., excellent condition, £95. P. J. Evans, John Bright Street, Birmingham. 38-376

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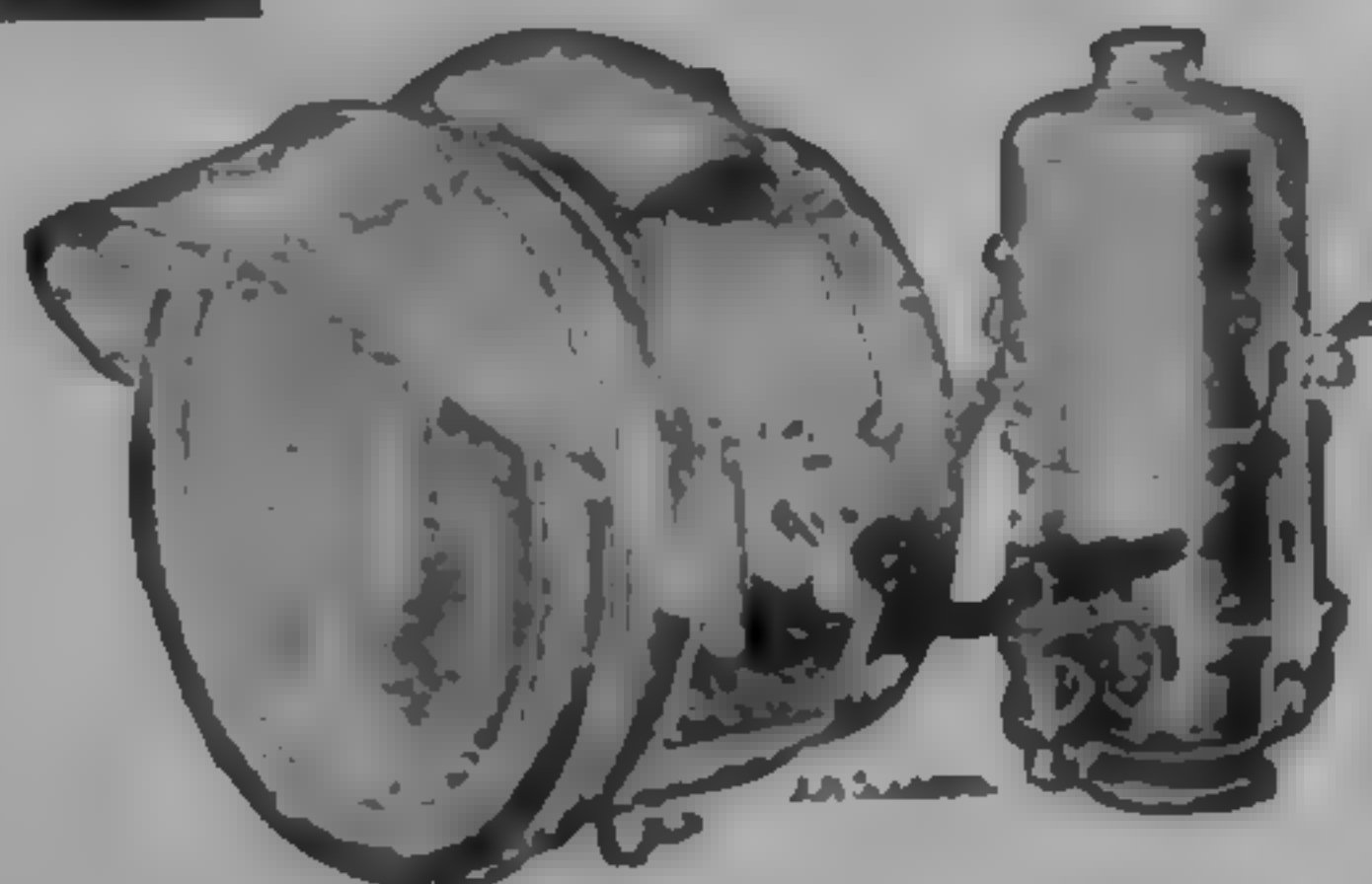


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### Carburettors.

Gentlemen.

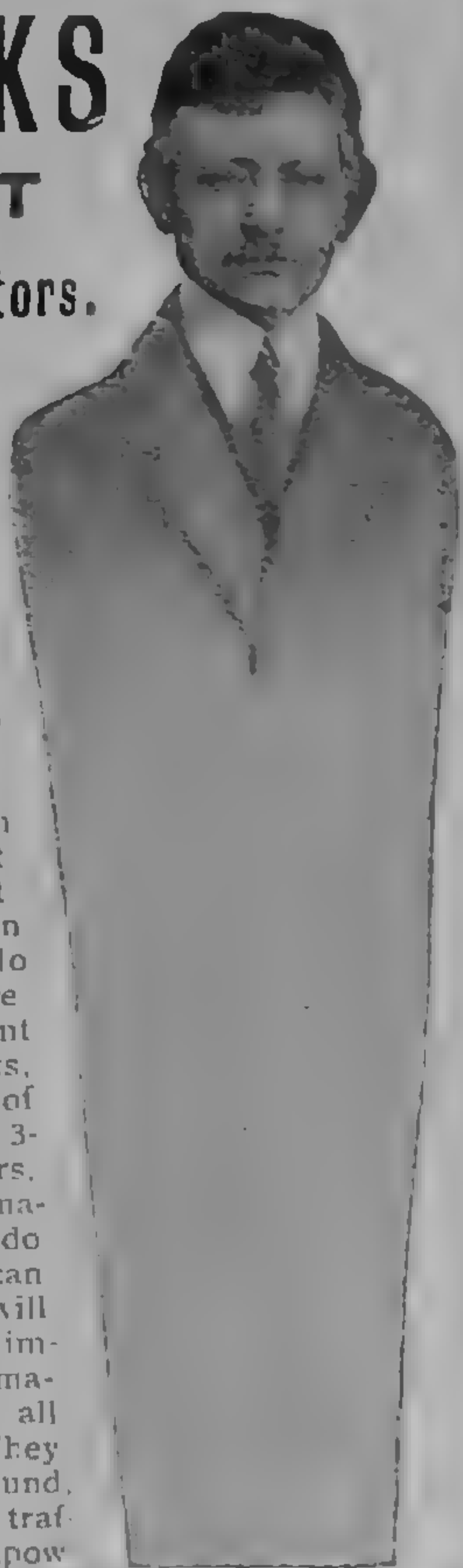
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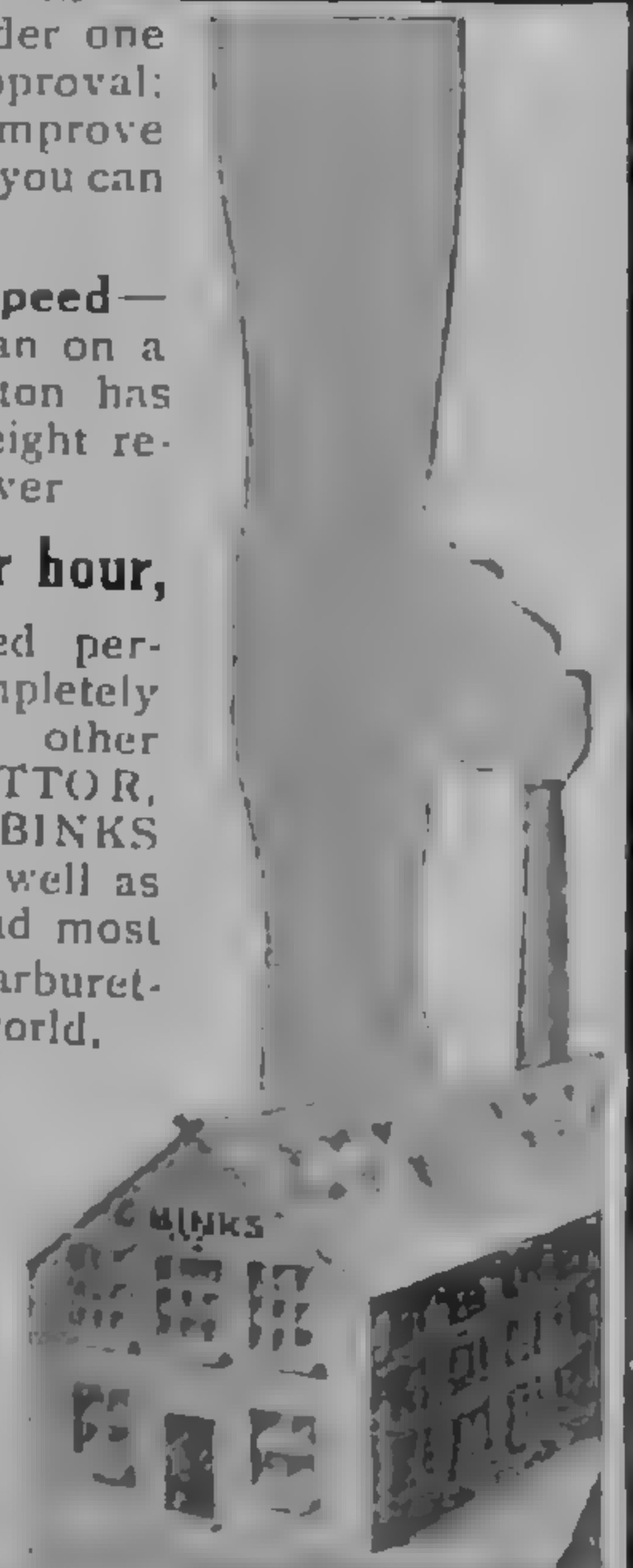
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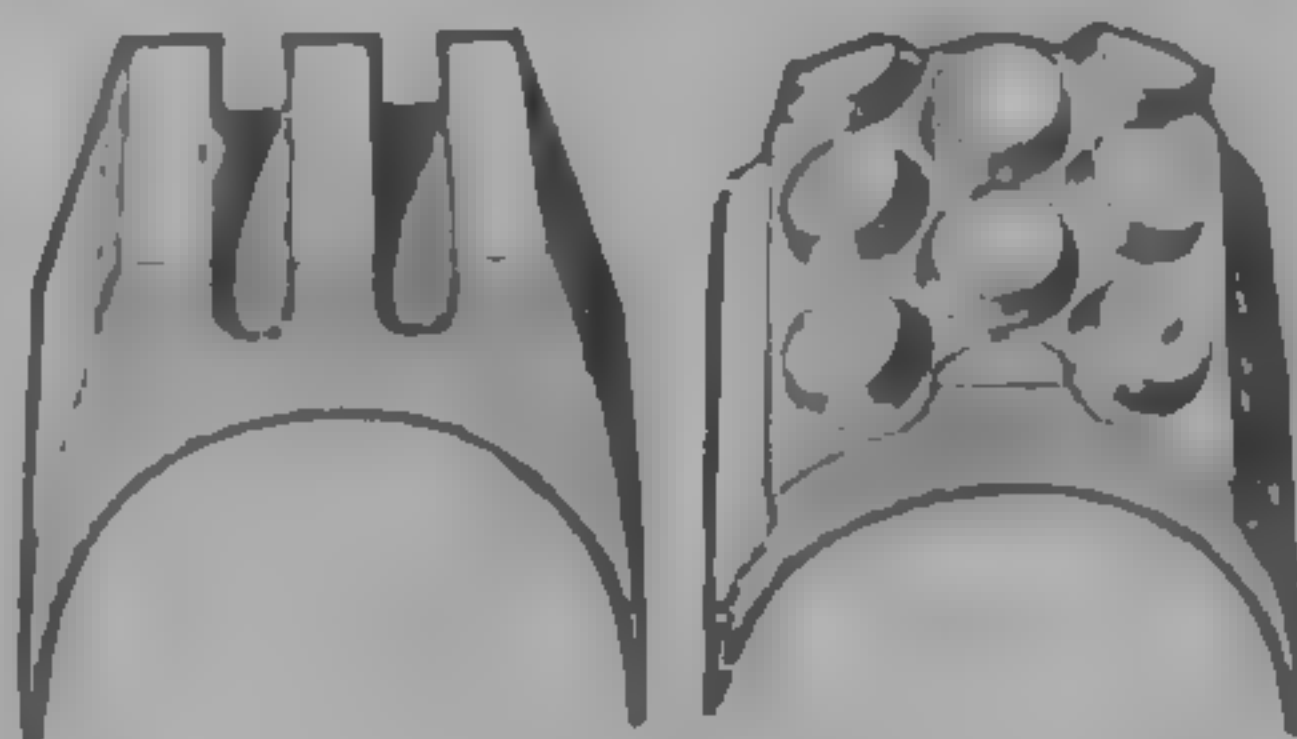
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Either Pattern same price.

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Fitted to  
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Time, 2 days.

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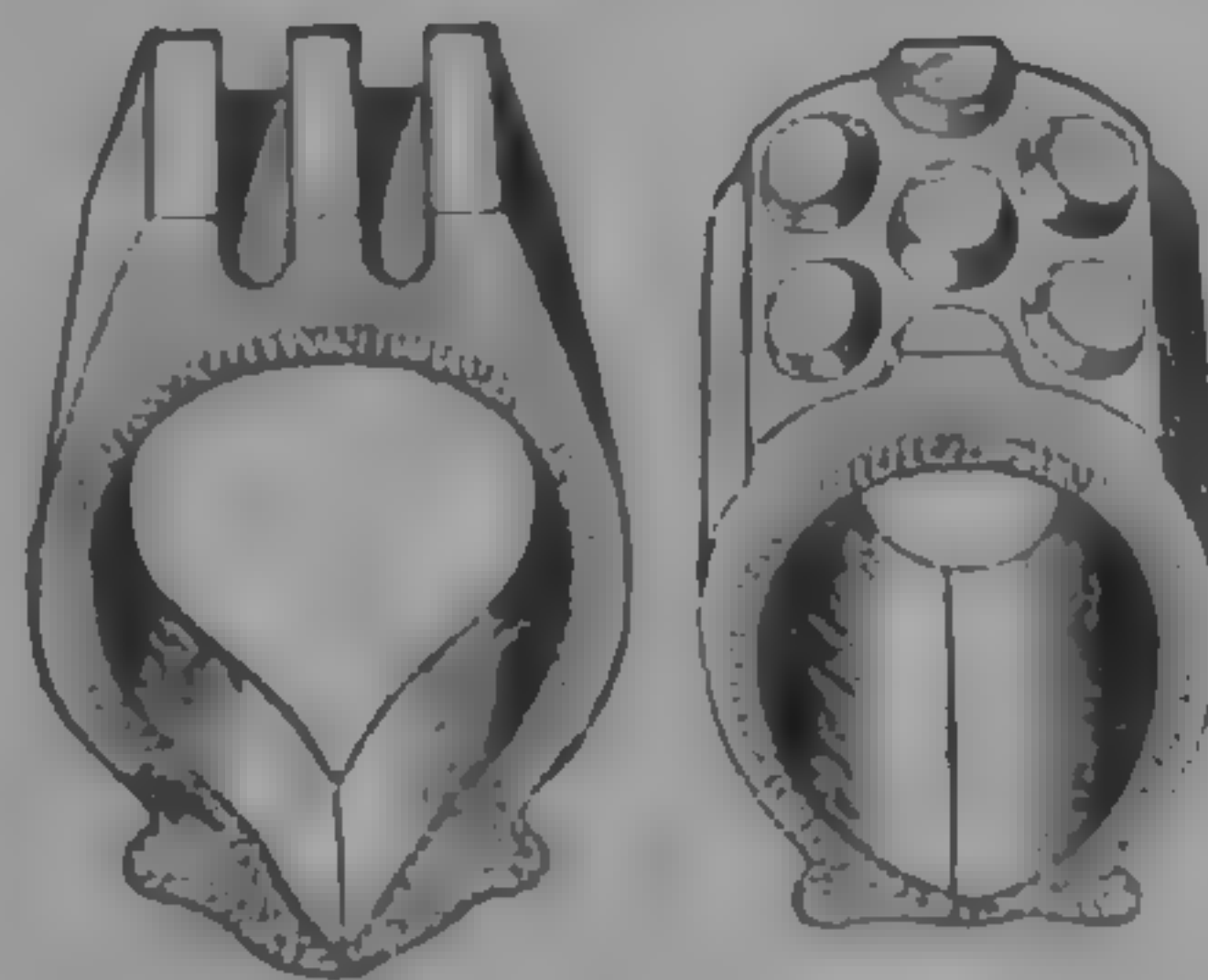
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Either pattern same price.

Size:	3-Ply. Heavy Passenger	4-Ply Heavy Passenger
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FINEST VALUE OBTAINABLE.

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—ELITE offer 15 per cent. allowance off retail list price for old covers (above clearance lines excepted). All makes in stock.

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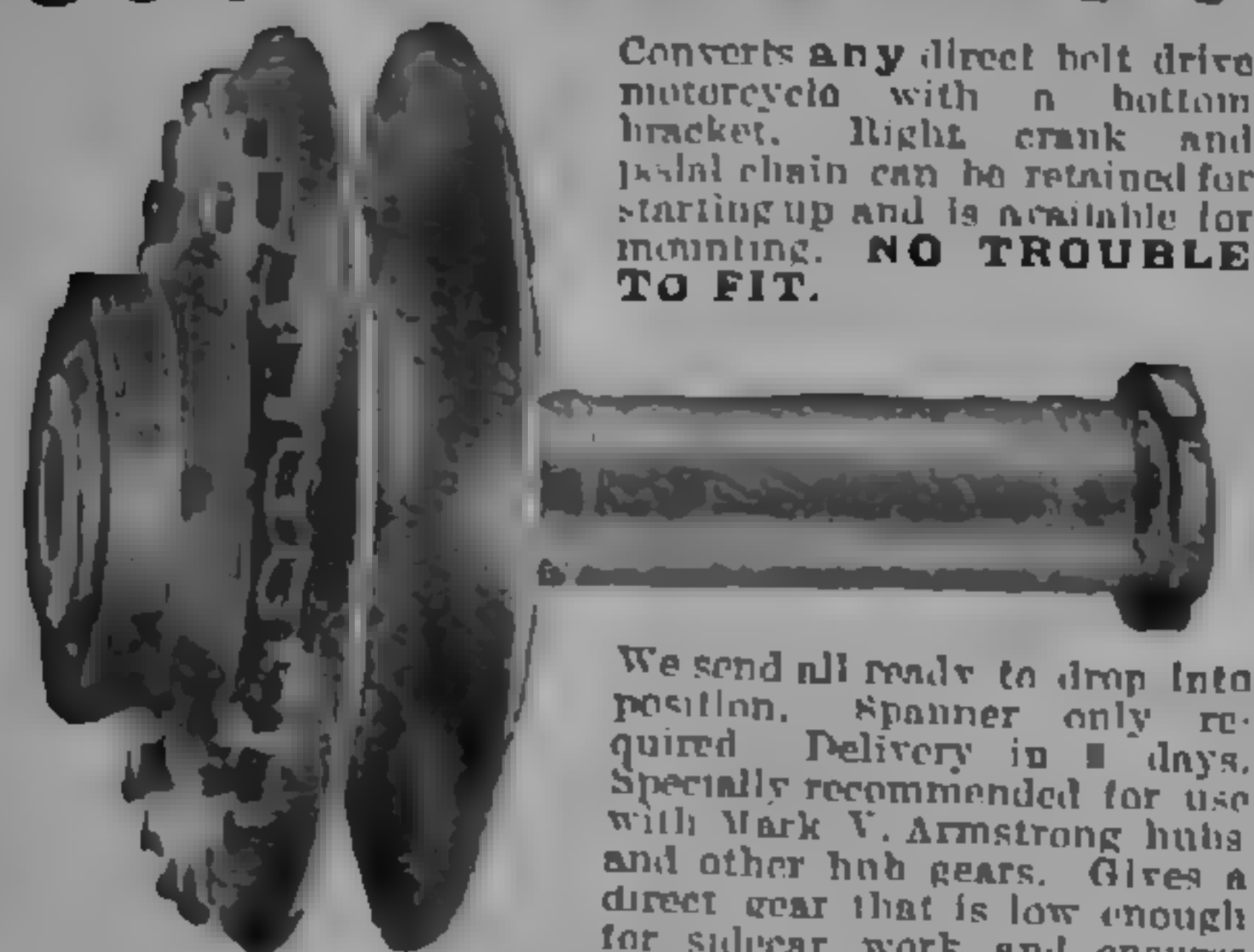
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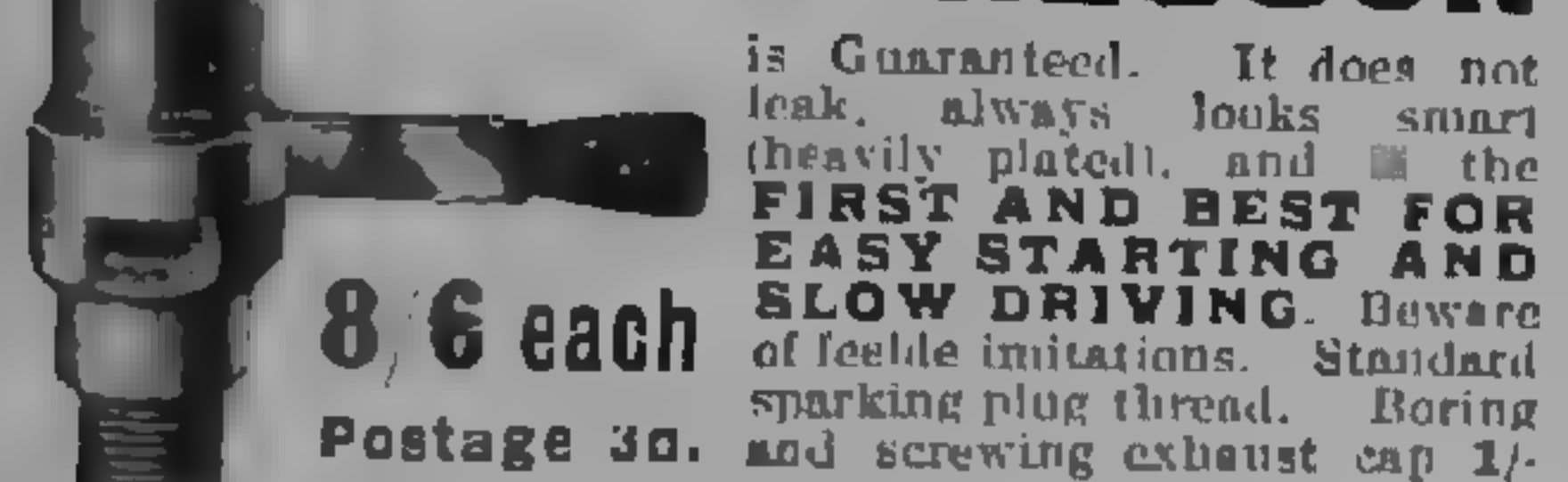
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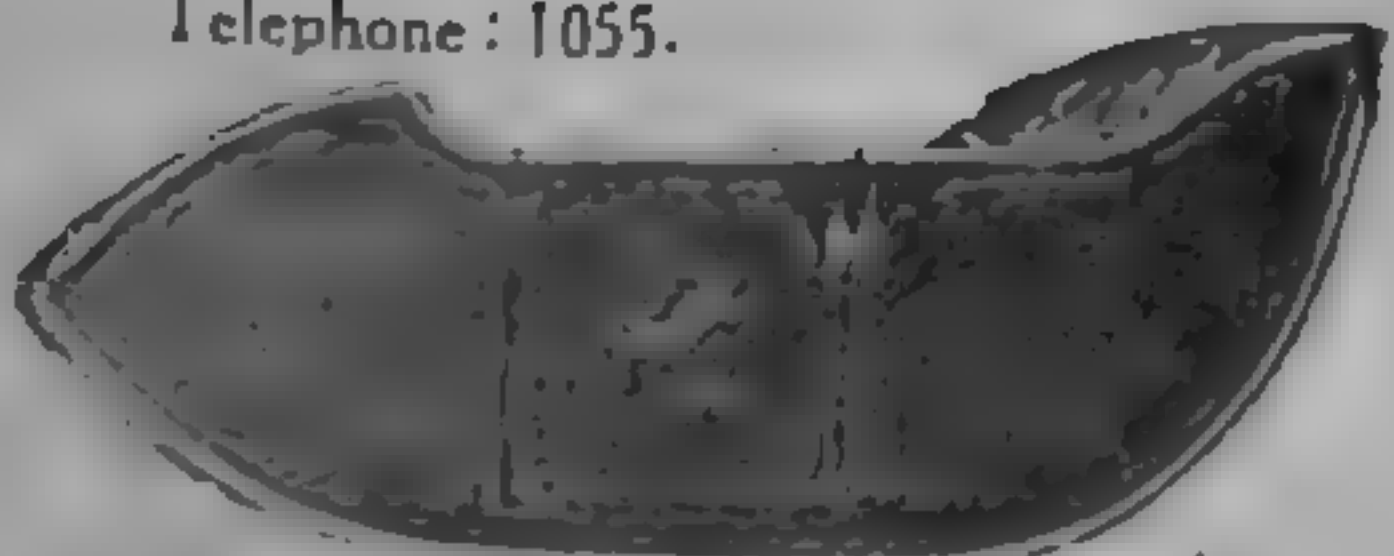
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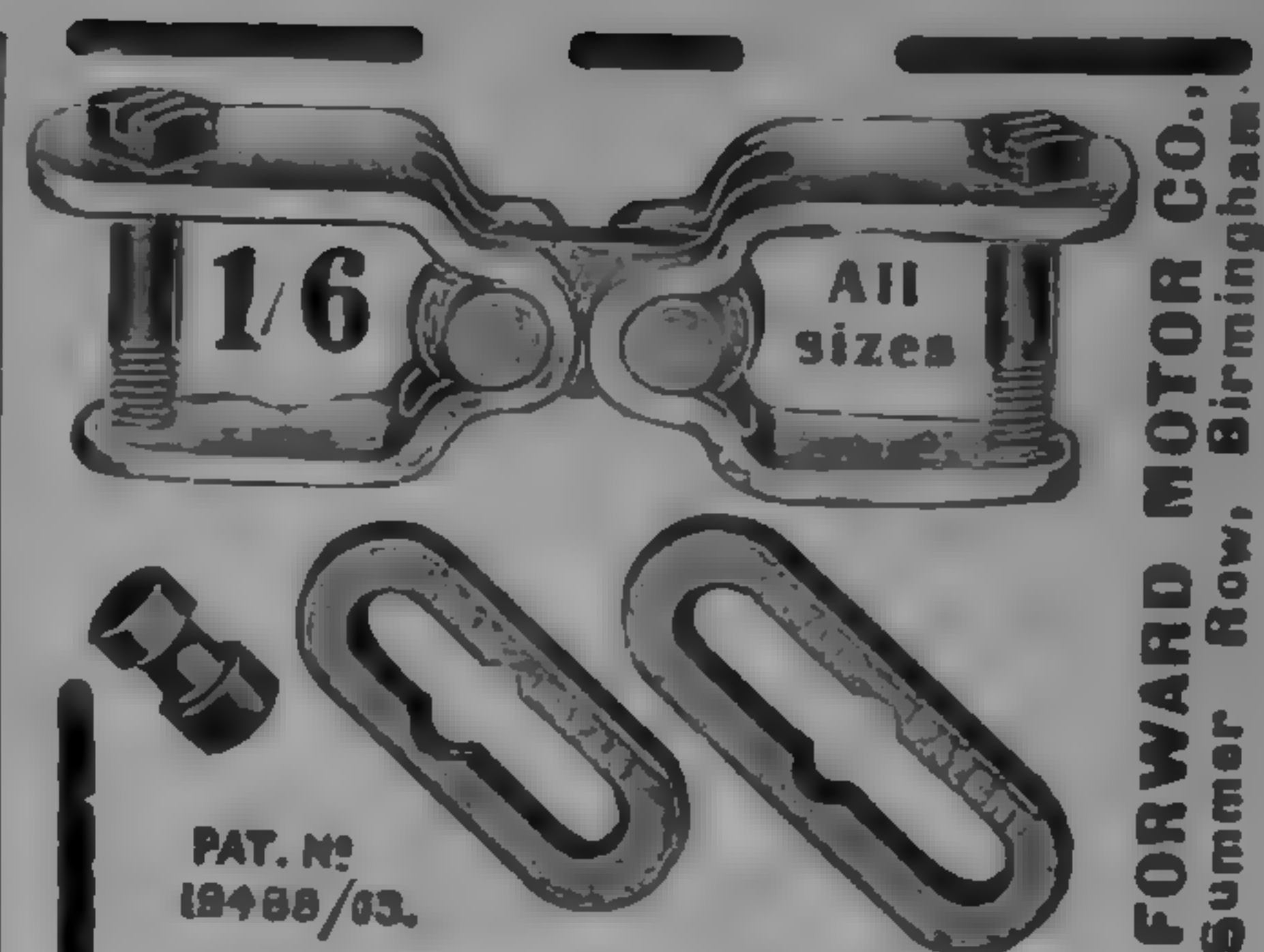
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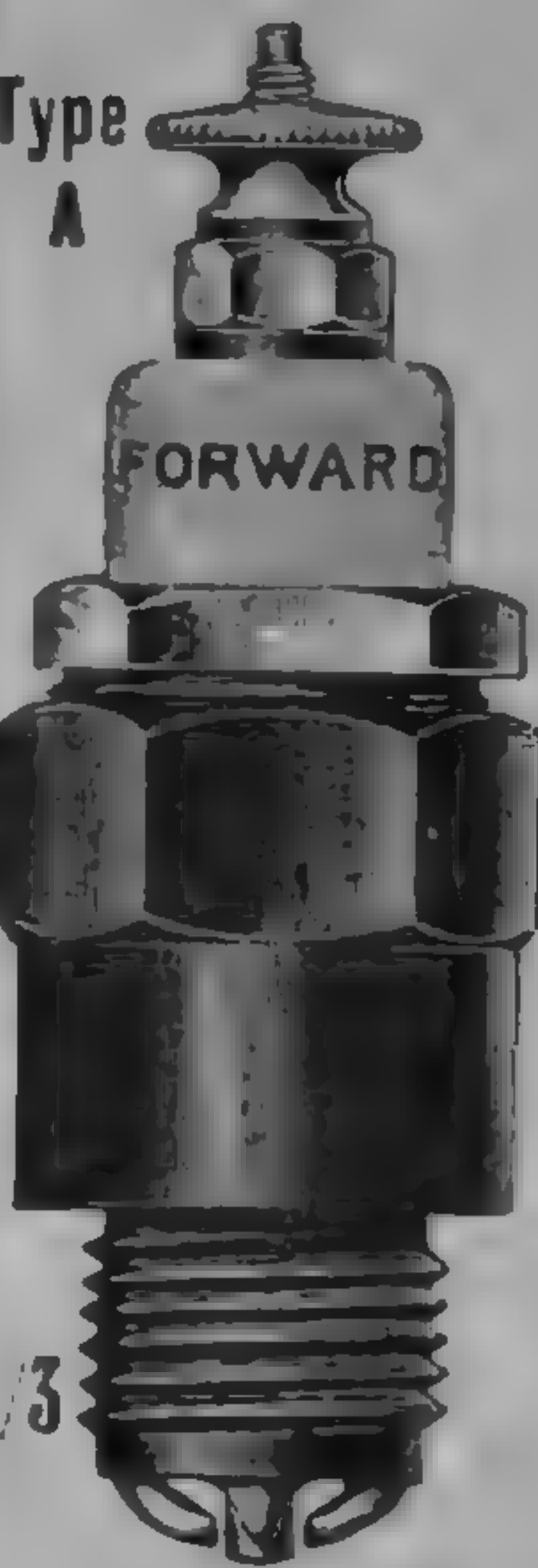
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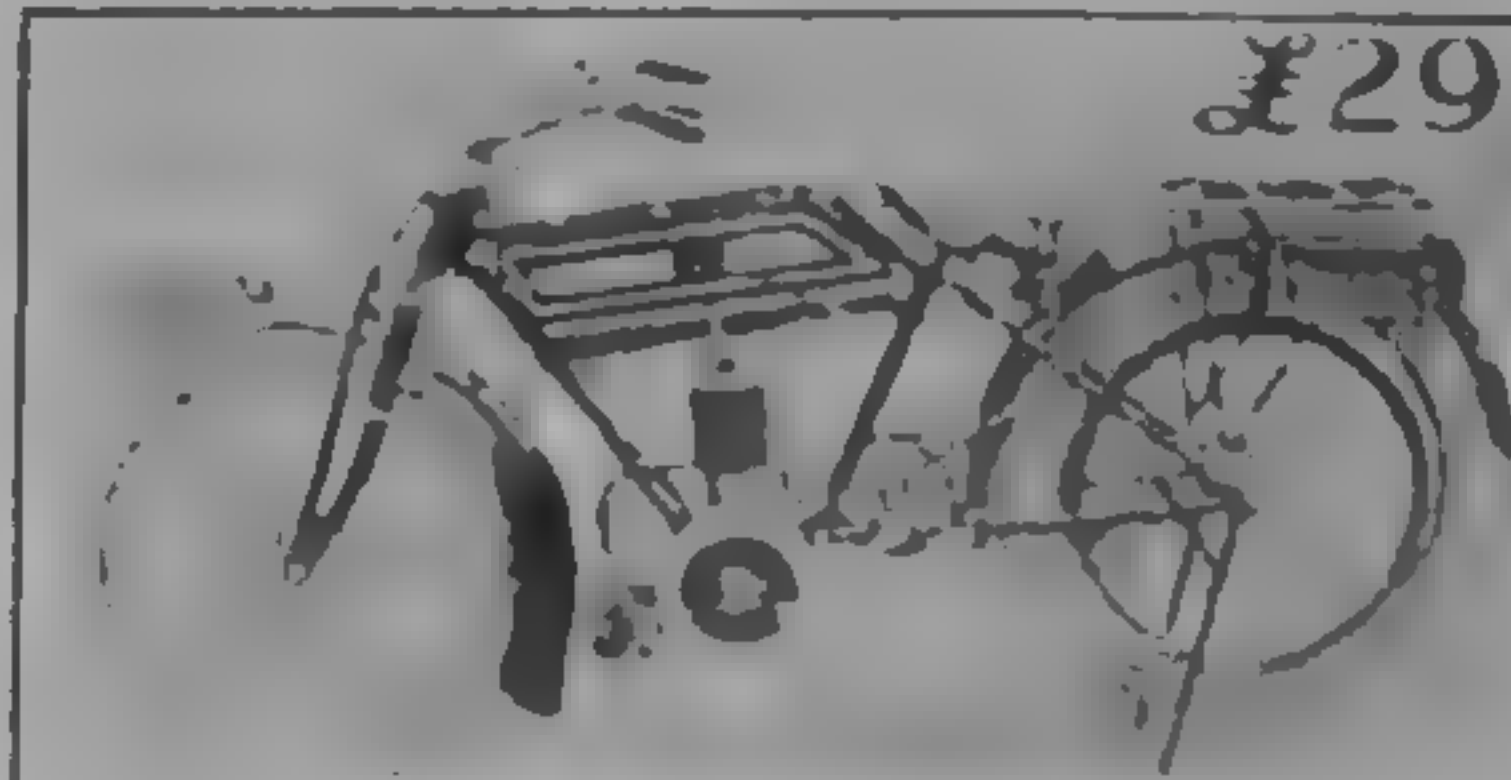
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—BASTONE'S. Best quality leather and chrome belting,  $\frac{5}{8}$  at 11d.,  $\frac{3}{4}$  at 1s. 1d.,  $\frac{7}{8}$  at 1s. 2d., 1 in. at 1s. 4d., 1 1/8 at 1s. 6d. per foot.

—BASTONE'S. Lyso belts,  $\frac{7}{8}$  only, 7 ft. 6 in. per belt 7s.; 7 ft. 4 in., per belt 6s. 9d.

—BASTONE'S. New 1914 Pedley belts,  $\frac{3}{4}$  in. 1s. 5 1/2d.,  $\frac{7}{8}$  in. 1s. 9d., 1 in. 2s., 1 1/8 in. 2s. 5d. per ft.; new 1914 John Bull belts,  $\frac{3}{4}$  in. 1s. 6d.,  $\frac{7}{8}$  in. 1s. 9 1/2d., 1 in. 2s. 1d., 1 1/8 in. 2s. 7d. per ft.; allowance made up to 3s. for old belts.

—BASTONE'S. New Lycett and Middlemore motor saddles, padded seats with side springs, absolute bargain, 11s. 6d. each.

—BASTONE'S. New Rex engines in stock, single and twin; send for prices.

—BASTONE'S for sidecars, latest torpedo models, complete with tyres, from £6, torpedo bodies from £1 17s. 6d.

—BASTONE'S. New Eisemann single-cylinder h.t. magneto, variable, £2 19s. 6d.; new Bosch D.A.V., two-cylinder, £2 17s. 6d.

—BASTONE'S. Business hours nine till seven; Saturday nine till one.

—BASTONE'S, 228 Pentonville Road, King's Cross, London, N. 'Phone, 2481 North. Telegrams, "Bastone's, London." 38-361

—TANKS, any pattern; frames from 50s. Wheels from 20s. pair. Frames reduced, repaired or modernized. Motorcycles overhauled. Enamelling, plating, etc. Trade prices. Quotations free. North London Motor Mart, 239 Caledonian Road (near Baths). 38-993

1914.

**ALL THE WORLD KNOWS**  
the Senior  
**WINNER**  
**Mr. CYRIL G. PULLIN,**  
riding a **RUDGE-MULTI,**  
used the  
**STANLEY**  
THE ORIGINAL  
**Belt Fastener**



His success confirms the choice of thousands of motor-cyclists throughout the world, who use and appreciate the STANLEY. You can buy it for NINEPENCE everywhere.

Write a post-card for descriptive list.  
**STANLEY MOTOR BELT AND FASTENER CO.,**  
Inventors of the Original Hook Fastener,  
Stanley Webb, Manager.  
**BROMLEY, KENT.**

## The Smackowner's Big Catch!

Extract from letter received  
by "Motor Cycling" from  
Mr. C. Spratt, Fishsalesman,  
of 44, Addington Street,  
Ramsgate.

" . . . . Spring forks were sold same day as advertisement appeared. Both my friend and I have been overcome trying to answer letters and postcards which have rushed in by every mail. Wednesday's mail brought us letters from Leeds, Sunderland, Chester, Oxford, Nottingham (?), Sandwich, and several from London. This, I think, is a splendid testimonial for your valuable paper, which we both delight in reading every week."

Again thanking you,

Believe me,

Yours faithfully,

H. J. SPRATT.

—1914 B. and B. variable jet, long platform, tap, filter, 22s.; 1914 Miller lamp; 30 h.p. gas bag, 32s.; both new March, perfect. Edgar Carr, 153 High Road, Wood Green. 38-999

—STEWART 50s. speedometer, 44s.; P. and H. 36s. 6d. lamp set, 31s.; 26 by 2 1/2 Kempshall heavy non-skid, 40s.; all new and unpacked. Maitland, 40 Chancery Lane, Holborn 4608. 38-889

—SPEEDOMETER, Stewart, 70s., model 0-75, season and trip mileage, 42s. 6d. G. Walker, 1 Brook Street, Birmingham. 38-873

—1913 TRUMP frame, tank, stand, carrier, mudguards, handlebars, offers. Frogmore, Weston-super-Mare, Somerset. 38-898

—THE toughest, thickest, ideal designs, motorcycle retread, as thick as the thickest car tread, wears thousands of miles, 14s. 6d.; lighter one, 10s. 6d. Melton Tyre Works, Melton Mowbray. 38-898

—TRIUMPH, 1908, £16 10s.; Rex, 1910, £17; 1913 Ivy-Precision, 3 1/2 twin, overhead valves, £30; 2 1/2 Ariel, £5 10s.; Cadillac car, 10 h.p., five-seater, £25; sidecars from 30s.; Bosch waterproof, single, £2 15s.; Mabon clutch, fit Triumph, 17s. 6d.; exchanges. Butterworth's Garage, Mill Lane, Brixton Hill. 38-987

—HOODS, 32s. 6d.; folding wind-screens, 25s. 6d. Lang, 1 Jackson Road, Holloway Road, London. 38-989

—THREE-SPEED and reverse Chater Lea gearbox, £8; several spring front axles, £2; 5 1/2 Riley tri-car chassis, going order, £8 10s.; large quantity of cyclecar stuff at knock-out prices; anything taken in exchange. 65a Rosendale Road, West Dulwich. 38-u48

—BROWN and BARLOW carburetter, 1914, 20s.; Chantecler exhaust alarm, 5s.; Brooks saddle, 5s. 56 Sutton Street, Aston, Birmingham. 38-u51

—FRAME alterations, wheels, enamelling, plating, best work, cheapest house in London; write for quotations. Acme Co., 162 Caledonian Road, London. 38-u66

—LONDON CITY SPORTS Co., Ltd., 104 Newgate Street, E.C. Tel., 2463 City. Shop soiled covers: Avon combination, 26 by 2 1/2 by 2 1/4, 37s. 6d.; 26 by 2 1/2, 37s. 6d.; 26 by 2 1/4, 32s. 6d.; Sunstone, 26 by 2 1/2, 35s.; 26 by 2 1/4, 32s. 6d. Liberty, heavy, 26 by 2 1/4, 12s. 6d. Midland, heavy, 26 by 2 1/4, 21s. 6d.; also a limited quantity of Midland light covers, all sizes, 14s. 6d. Hutchinson Brooklands, 26 by 2, 12s. 6d.; 26 by 2 1/4, 14s. 6d. Hutchinson T.T. covers, 26 by 2 1/4, 18s. 6d.; 26 by 2 1/2, 19s. 6d. Hutchinson tubes, 26 by 2, 4s. 5d.; 26 by 2 1/4, 4s. 11d.; 26 by 2 1/2, 5s. 5d. Service pattern belting,  $\frac{3}{4}$  and  $\frac{7}{8}$ , 10 1/2d.; 1 in., 1s. ft. B. and B. carburetters, 22s. 6d.; Amac, 21s. 6d. Dust suits, 6s. 6d., 7s. 6d., 9s. 6d. Long dust coats, 4s. 6d., 5s. 3d., 7s. 11d. Exhaust valves, 2s. 6d. Handlebars, all shapes, 4s. 6d. A.K. knee-grips, 4s. 3d. Handlebar mirrors, 4 in., 2s. 3d. 1913 7/8 Lyso belts, 7 ft. 6 in., 7s. Sidecar auxiliary arms, 6s. Sidecar carriers, 5s. 11d. Shackles, 2 in., 1s.; 4 in., 1s. 6d.; 6 in., 2s. pair. L.C.S. Co., Price list on application. 38-574

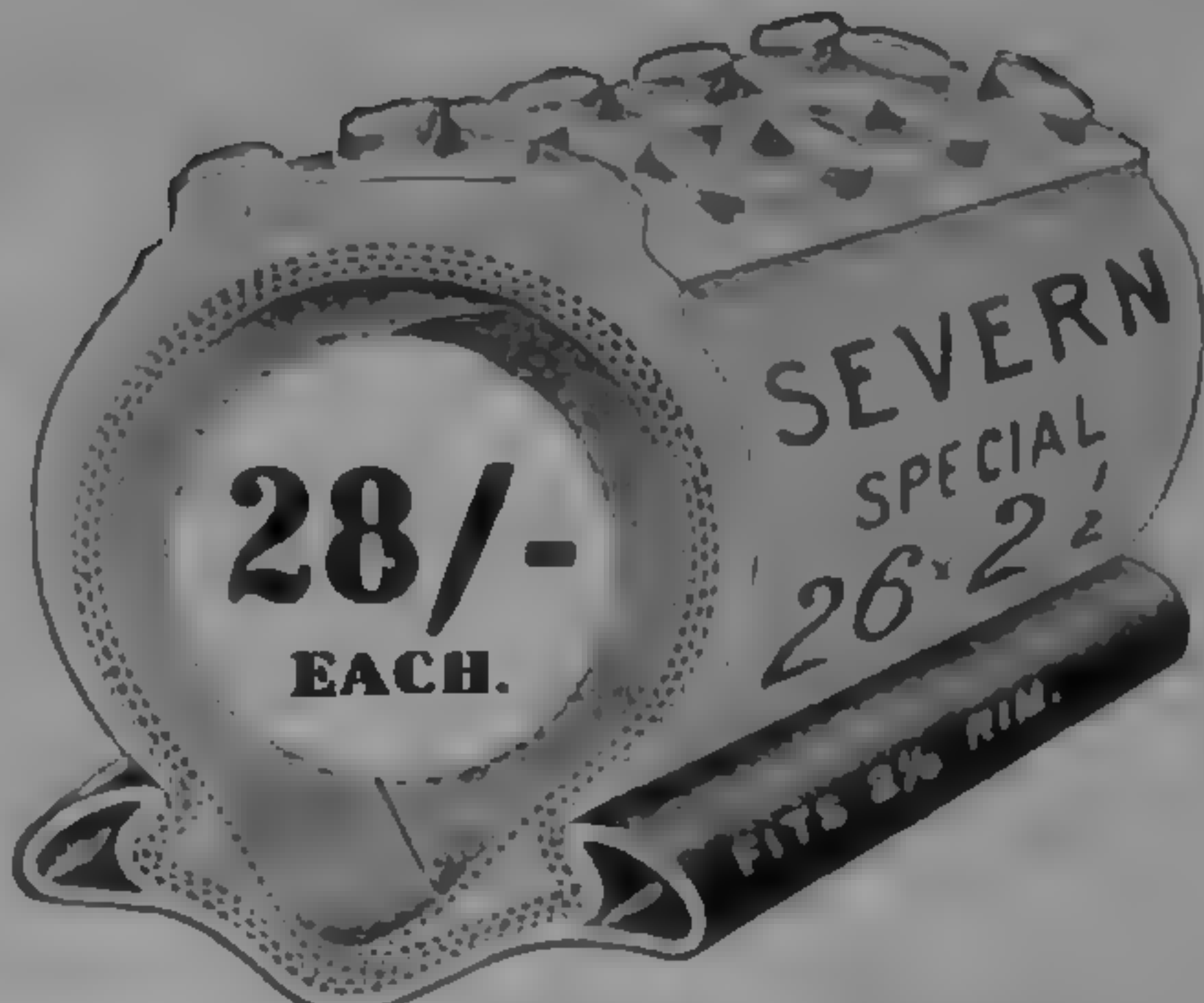
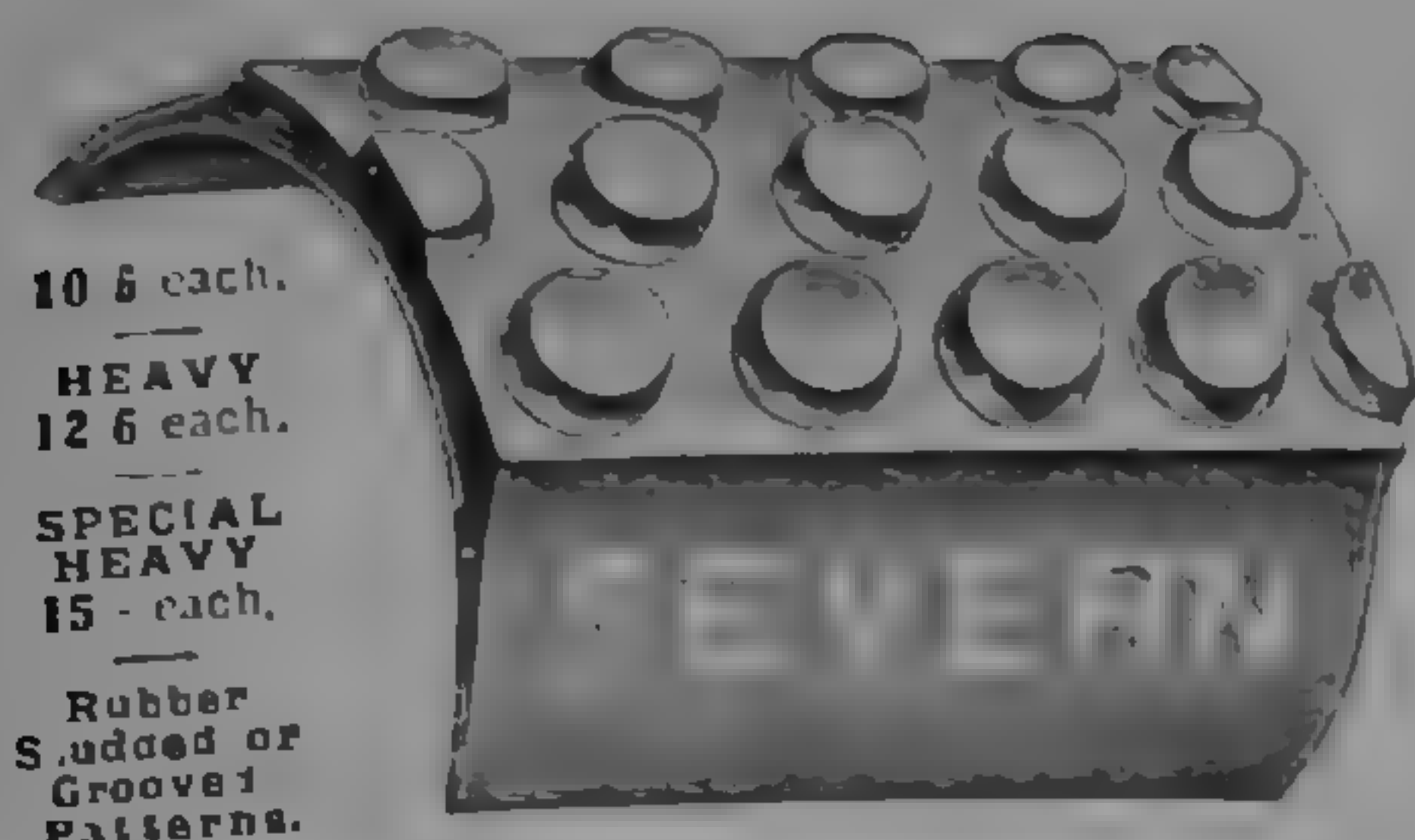
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2nd June, 1914.

## MOTOR CYCLING.

(Supplement *rit.*)



CONTRACTORS TO CROWN AGENTS FOR THE COLONIES

Specify "SEVERN" Belts on your new machine.



SEVERN OUTFITS.

Largest and Best Assortment, 1/6 and 3/- each.



Trade and Export Lists in English, French, and Spanish Sections free.

CONTRACTORS TO THE G.P.O., Etc.

	Covers	Tubes
Severn Tricar	45/-	12/6
Meteor Special	37/6	11/6
Severn Special	28/-	10/6
Meteor	24/-	9/-
Duo, 650 x 65	42/6	12/6

Retreading in 3 Days

Without Stretching the Beads.



SEVERN RUBBER Co., Ltd., Meteor Works, Newhall Street, BIRMINGHAM

### WANTED.

—1910, '11, '12 and '13 MACHINES wanted for cash or in part payment for Lea-Francis or any make of new machine. Sproston and Grace, 154 Great Titchfield Street, W. Regent 4999. zzz-390

—WANTED, discarded good lounge suits, coats and vests, trousers, footwear, etc., instant cash, subject approval. A. Ewins, St. Thomas Street, Weymouth. Bankers, Wilts. and Dorset. 42-i199

—WANTED, motorcycles, cyclecars, good cash prices. Wandsworth Motor Exchange, Ebner Street, Wandsworth Town Station. 'Phone, Battersea 327. 45-n70

—1913-14 THREE-SPEED twin combination, for Rover three-speed combination and cash, sell £40. West Hampstead Mews, N.W. 38-s960

—WANTED, 3 1/2 motorcycle, good, exchange one new and four other cycles, cash adjustment. H. Gibbs, Armourer's Shop, Badajos Barracks, Aldershot. 38-s859

—8 h.p. M.O.V. twin engine and magneto, cheap for cash. Write, 11 Cheriton Square, Balham, S.W. 38-s863

—OLD low frame, suit 3 1/2 Peugeot, cheap. The Lodge, Burnham-on-Crouch, Essex. 38-s865

—WANTED, 1914 Scott or Triumph, with sidecar. R., 60 East Dulwich Road, S.E. 38-s870

—WANTED, belt rim brake, perfect order, adaptable to oval stays. Hetherington, Moffat. 38-s905

—LIGHTWEIGHT, very low, drop frame, magneto, m.o.v. must be cheap, approval deposit. James, Mortimer House, Aberavon. 38-s964

The **Veeder**

**GEAR-DRIVEN TRIP CYCLOMETER**

For MOTORCYCLES, price **25/-** complete with all necessary fittings.

With flexible shaft and handle-bar attachment. **42/-**

The "VEEDER" is the World's distance recorder, and no machine is complete without one.

Write for Catalogue.

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98, 100, Clerkenwell Road, E.C.

—WANTED, Triumph, Douglas or B.S.A. in part payment for new models of any make; immediate deliveries, straightforward and gentlemanly treatment; highest prices allowed. Parker and Son, St. Ives, Hunts. 38-u6

—WANTED, second-hand rigid sidecar, exchange good treadle sewing machine. 18 Magdala Street, Southdown Road, Liverpool. 38-s995

—WANTED, piston 82 mm. diameter by 85 mm., cheap. Win. Brewis, 73 Frank Street, Newcastle-on-Tyne. 38-u3

—WITNESSES wanted who saw motorcycle smash Easter Monday, Hatfield. Butcher, 54 Monmouth Road, Edmonton. 38-u7

—WANTED, two or three speed motorcycle or combination, must be cheap for cash, fullest particulars. Box No. 3450, care of "Motor Cycling." 38-u40

—WANTED, magneto motorcycles, any condition, full particulars, with lowest price. Box No. 3451, care of "Motor Cycling." 38-u41

—WANTED, Morgan, will buy for cash or give 1912 two-cylinder Waverley light car and cash adjustment either way, or sell Waverley, £80, cost £165. Rich. Knight, care of 65a Rosendale Road, West Dulwich. 38-u46

—1913 MOTORCYCLE or combination, good make, condition, clutch, gears, full particulars, lowest price. Letters, 52 Durlston Road, Upper Clapton. 38-u64

—WANTED, powerful sidecar combination, Matchless, A.J.S., Zenith preferred, cheap. 11 Kingsbridge Terrace, Matlock. 38-s972

PLEASE REFER TO "MOTOR CYCLING" IN YOUR LETTERS TO ADVERTISERS.



## VARIABLE GAP BY TURNING CAP.



The Runbaken fires under any condition. For, the gap being variable, the terminals can be set close together in starting up and afterwards adjusted to suit the mixture. Greatest efficiency is thereby ensured.

It is a positive cure for misfiring: is self-cleaning by rotating electrode; ignition can be instantly started; and absolutely gastight. Fully guaranteed.

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**J. H. RUNBAKEN,**  
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London Agents: **THE SERVICE**  
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Plug  
WITH VARIABLE  
SPARK GAP

## MOTORCYCLE CLUBS REQUIRING CLUB BADGES

for attaching to handle-bars of motor cycle, or for wearing on coat, should send for selection of samples on application, post free. Special designs submitted.

Also **TROPHIES, CUPS, SHIELDS, etc.**

**VAUGHTONS, LTD.,**  
Livery Street,  
BIRMINGHAM.



£10 15 0

**THE 'LAMBERT'**  
Coach Built Sidecar,  
£10 15 0 complete.  
**IDEAL CAR**  
for 3½ Motors.  
**LAMBERT, Thetford.**

Make Pal a time  
a Pal o' thine

---WANTED, your present machine in part payment for a 1914 model. We can supply the leading makes from stock, and allow you a good price for your old mount. Balance cash, or easy payments arranged. Elce and Co., 15 Bishopsgate Avenue, Cannon Street, E.C. 38-394

---WANTED, 1912-13 three-speed Triumph, cheap for cash. 198 Senside, Eastbourne. 38-892

### MAGNETOS.

---PARKER and RICE, magneto specialists; experts on all types of magnetos—Bosch, Eisemann, Men, etc.

---PARKER and RICE. Rewinding, remagnetizing, overhauling, etc.; all repairs executed with expedition and unapproachable workmanship: low quotations.

---IMPORTANT. Parker and Rice give 12 months written guarantee with each repair.

---PARKER and RICE. John's Place, King Street, Acton, London. State your trouble; let us quote you. 38-832

---MAGNETO repairs of every description. We are specialists in this work. Bosch magneto repairs a speciality. Rewinding, re-magnetizing. All repairs guaranteed. Avoid incompetent tinkers. All spare parts actually stocked. Catalogue. Large stock of second-hand magnetos. Coils and accumulators repaired. Northern representative for the Eisemann Magneto Co. Send for illustrated booklet. J. H. Runbaken, Magneto Specialist, 7 Peter Street, Manchester. Phone. 6111 City. 89-431

### EXCHANGE.

---SMART two-seater Argyll car. 9-11 h.p., three speeds and reverse, semi-gate change, nearly new tyres, complete, with screen, four lamps and spares, sell £35, or exchange combination. King, 6 Elmwood Gardens, Acton. 38-8928

---EXCHANGE for lightweight, J.A.P., 7 h.p., combination, magneto, two-speed, chain drive. Apply, letter, Lyndhurst, Auckland Hill, West Norwood. 38-8939

---2½ T.T. N.U.T., 1912, three-speed, for higher powered sidecar machine, variable gear. Robinson, Woodlea, Hetton-le-Hole, Co. Durham. 38-8860

---WANTED, good sidecar combination, cheap, will exchange brand new Calthorpe Junior and cash, no rubbish. Apply after five or write, H.L., 27 Ilminster Gardens, Clapham Junction, London, S.W. 38-8876

---EXCHANGE for T.T. Douglas (1913) four-cylinder F.N., two-speed, clutch, late 1912, fine passenger machine, sell £35. Deane, Scothern, Lines. 38-8976

---EXCHANGE 1913 Ivy-Precision, twin, for two-cylinder car. 64 Mill Lane, Brixton Hill. 38-8988

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**SIXPENCE.**

# Standard



**TENPENCE.**

## HERWIN, CANNY & CO.,

Sole Patentees and Manufacturers  
of the First Hook Fastener. :: ::

36, William Street, Woolwich, S.E.

## GODDARD'S MOTOR CYCLE HOUSES.



Ft.	Ft.	Ft.	£ s. d.
6 x 4	6 high	1	17 6
7 x 5	6 ½	2	7 6
8 x 6	7	2	15 0
9 x 6	7 ½	3	2 6
10 x 7	8	4	5 0
12 x 8	8 ½	5	5 0

Wide double doors,  
2,6 extra.

**Carriage Paid.**

These houses are made in sections to bolt together. Easily fixed. Made of well-seasoned ½ in. T. & G. and V-jointed Matchboards, and complete with floor and window. Roof felted with Patent Vulcanite Roofing. New Illustrated Catalogue with prices of other houses post free.

**Copy of Testimonial.**—Audley Range, Blackburn, 11th Sept. 1913. Sirs,—Glad to say received 'Gem' Motor House all in order and it justifies its name. Am well satisfied; it was erected in less than a quarter of an hour. Yours, J. S. HOLMES.

**Note New Address:**

**GODDARD'S Ltd., Crown Works, Vicarage Lane, Ilford, ESSEX.**

Telephone: 880 Ilford.

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## PUNCTURES HAVE NO TERROR

If you use **THE RICH** DETACHABLE AIR TUBES

WITH FREE AIR PASSAGE.

No Butt Ends to Burst, made in all sizes. 1½ = 3½.

Endless or Butt Ended converted.

Write for Particulars.

Address: **RICH TUBE CO., Crawley, Sussex.**



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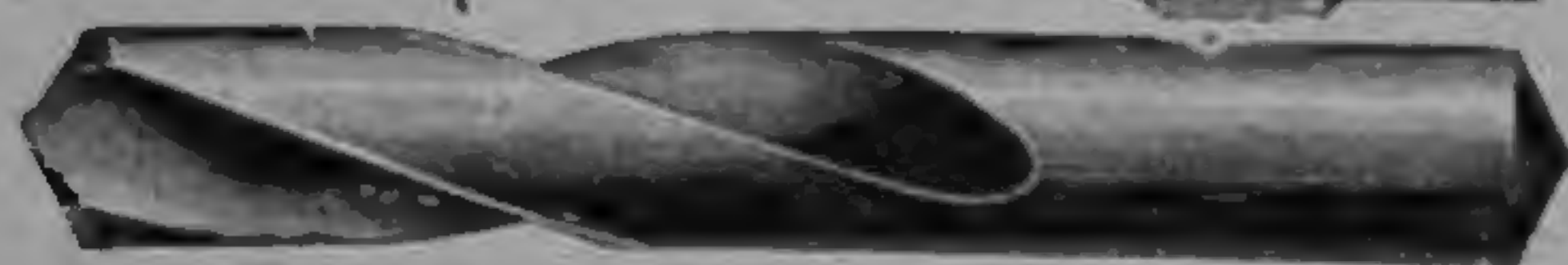
## 255/6 HIGH HOLBORN

That Silencer is still a bit noisy, isn't it?

## LONDON

Why not fit another baffle plate? You can do the job and many others besides with the

aid of a serviceable drill and one or two bits. **A few shillings spent on tools will save you pounds!** We have a practical motor-cyclist on our staff who can point out how. Call to see him or write when in doubt, c/o above.



**IMPROVED BREAST DRILL. No. 12a.**

Nickel plated with rosewood handles. Two speeds, ball thrust, malleable iron stock and breast plate, cut gears. Two pairs of jaws for both round and brace shanks up to 1 1/2 in. Can be used with screwdriver bit for grinding in valves, etc. Price complete, only 9/- Post 7d.

FOR  
TOOLS

Write for complete list of drills. No. 14D—gratis.

—EXCHANGE car, Dennis, two-seater, 6 h.p. De Dion engine and carburettor (new), three-speed and reverse, differential, horn, three lamps, good tyres, one spare, good condition, for modern motor-cycle combination, cash either way, sell £45. bargain. 241 Brighton Road, Croydon. 38-s898

### SITUATIONS WANTED.

—YOUNG MAN requires situation as tuner and tester, bench and machine-shop experience, good references. Turner, 68 Richmond Road, Earl's Court. 38-u25

### TYRES.

—EAGLES. Midland extra heavy covers (guaranteed 3000 miles), 26 by 2 1/4 in., 25s., list price 32s. 6d.; 26 by 2 1/2 in., 27s. 6d., list price 35s.; light rubber-studded, 26 by 2 1/4 in., 16s. 6d.

—EAGLES. Genuine Continental basket pattern covers, 26 in. by 2 1/4 in., 21s. 3d. (list 32s. 6d.); 26 in. by 2 1/2 in., 23s. (list 35s.); 26 in. by 2 1/2 in., standard, 18s. 6d. (list 28s. 3d.).

—EAGLES. Continental belts, 6 ft. 8 ins. by 3/4 in. (for Douglas), 6s. 6d. per belt; 1 in., 1s. 4d. per ft., list price 2s. 2d.; 7/8 in., 1s. 2d. per ft., list price 1s. 11d.; 3/4 in., 1s. per ft., list price 1s. 7d.; approval.

—EAGLES. Lyso belts, clearance, 7 ft. 6 ins. by 7/8 in., per belt 7s., approval.

—EAGLES. Peter Union Tyre Co.'s make covers, moulded, 26 ins. by 2 ins., 12s.; 26 ins. by 2 1/4 ins., 15s.; 26 ins. by 2 1/2 ins., 17s., approval.

—EAGLES. Hutchinson's new rubber-studded clearance covers. Tourist Trophy, 26 ins. by 2 1/4 ins., 22s.; 26 ins. by 2 1/2 ins., 23s.; passenger, 650 by 65, heavy, 30s. Eagles and Co., High Street, Acton. 38-u19

—HURLIN and Co., Ltd., offer large clearance of good tyres, inner tubes, etc.

—WOOD-MILNES, Clincher, Midland, Avon, etc., in all sizes, as 26 by 2 1/4, 26 by 2 1/2 from 10s. each. Send for list.

—REPAIR outfits, 1s. size 6d.; goggles, 6d.; gaiters from 1s. each. Hurlin and Co., Ltd., 295 Mare Street, Hackney, N.E. Tel., Dalston 2889. 38-429

—LINERS for motorcycle covers. Why have punctures? We supply heavy liners, 26 by 2 1/4 or 26 by 2 1/2 by placing them inside your cover; you are free from punctures, and old covers can be made to do many thousand extra miles, price 8s. 6d. each. St. George's Mills, Wolverhampton. 38-898

## THE 150 MILES PER HOUR ISOCHRONOUS SPEEDOMETER

The Motor Engineer and Scientific Man's Instrument. Under Escapement Control like a Watch.



The most perfect form of governor known. No centrifugal or magneto governor. Gives True reading at all speeds to 50 miles per hour & beyond UNLIMITED.

For motor cars, 15 12 s., including driving gear; for cycle cars, 14 16 s., for motorcycles, £4 4s.

Liberal Trade Discount.

See "The Motor Cycle," September 20th, 1913.

Telp 16/- extra. Recommended and stocked by—  
Messrs. Rotherham and Sons, Limited.  
" Rudge-Whitworth, Limited.  
" The Triumph Cycle Co., Limited.  
and Branches, and by other high-class Firms. Manufactured by the inventor of the Karrusel Watch.  
**B. BONNIKSEN, 16, Norfolk Street, COVENTRY.**  
Apply for copy of National Physical Laboratory's Report

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Motor-cyclists, etc., are advised to use **EYLAKE** stops irritation, cures inflammation, removes grit, clears the vision, and in fact rectifies all eye troubles caused by exposure, wind, dust, glare, etc. Lotion 1/4. Ointment 1/3. Complete treatment 2/6 post free. Send for descriptive pamphlet on eye troubles.  
**EYLAKE CO., (Department AM) IPSWICH.**

## Motor-Cyclists' Camp

West Howe, KINSON, near Bournemouth.

### OPEN DAY AND NIGHT.

Perfect sanitation, every convenience. Garage, &c.  
'Phone: 11 Langham. Apply Managersess.

**MAGNETO**  
MAGNETOS. EFFICIENCY HIGH. COST LOW.  
45, BROAD ST. BLOOMSBURY, W.C.  
**REPAIRS**  
PHONE: 3038, REGENT. "GRAMS." "MAGNETO"

—FIFTY-SEVEN only, extra heavy motorcycle rubber-studded covers Avon, guaranteed covers, 26 by 2 1/4, three-ply canvas casing, 21s. 6d. cash, approval; cash returned if not approved. St. George's Rubber Mills, Wolverhampton. 38-896

—MOTORCYCLE covers. We rebuild you old casing and fit new, heavy-ribbed or rubber-studded tread, 26 by 2 1/4 or 26 by 2 1/2 for 12s. 6d. and 15s.; send sample cover; work guaranteed. St. George's Mills, Wolverhampton. 38-897

—FOR SALE, a few 26 in. by 2 in. brand-new Dunlop motorcycle tyres and tubes, or would sell separately. W. Rositer, 23 South Road, Kingswood, Bristol. 39-258

### AGENCIES.

—GERMANY. Englishman, good connection with motor-cycling trade, desires several good sole agencies. Apply, Box No. 3458, care of "Motor Cycling." 38-u68

—SPARE-TIME agency for well-known successful tyre. Splendid proposition. Apply Box No. 3457, care of "Motor Cycling." 38-410

### STOLEN.

—STOLEN. 3 1/2 h.p. Matchless-J.A.P., Gradua, overhead valves, Matchless colour, engine No. 4186, frame No. B1503, registration No. LC5521, last seen heading for Cumberland. Information leading to return of machine will be rewarded by John Fisher, Drumard, Barrow-in-Furness. 38-360

### BUSINESSES FOR SALE.

—FOR SALE, one of the oldest-established motorcycle and cyclecar businesses in the trade, owner retiring, certified balance-sheets, etc., for the last few years. A portion of the money can remain on at interest. Box No. 3320, care of "Motor Cycling." 38-239

—CYCLE and motor business, fixtures, fittings and large stock, including 20 cycles and motorcycles, excellent trade, all at £150. Box No. 3452, care of "Motor Cycling." 38-u50

### CARBURETTERS.

—CARBURETTER. Don't change yours. Badock's by-pass will make it better than the best; see displayed advertisement in last or next issue. Surrey Works, 110 Woodville Street, Thornton Heath. 38-395



**INSURANCE.**

—**AUTO-CYCLE UNION**, insurance and free membership. Adams, Insurance Broker, 38 Church Street, Sheffield. 38-o517

—**BIRMINGHAM** and Midlands for special policies, full immediate cover satisfaction in claims. Write or 'phone. Medlicott Harrison, Insurance Broker, 45 Newhall Street, Birmingham. Telephone: 116 Central. 50-u69

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—**BIRMINGHAM**. Harold J. C. Forrester, Chartered Patent Agent, Automobile and Motor Cycle Specialist, Central House, 75, New Street. Tel., Central 6484. Pamphlet post free. 51-324

—**J. E. S. LOCKWOOD**, Patent Agent, 3 New Street, Birmingham. Guide and price book free. 38-1520

—**E. P. ALEXANDER AND SON**, Chartered Patent Agents, 306 High Holborn, London, W.C. Mr. A. E. Alexander, a practical motorcyclist, gives personal attention to motorcycle and kindred inventions. Telephone, Central 7424. Pamphlet free. Established 40 years. 47-o655

—**PATENTS** and trade marks. How to patent inventions and register trade marks. Particulars with advice sent free. Write. King. Registered Patent Agent, 165 Queen Victoria Street, London. 28 years references. 50-430

**HOTELS.**

—**PULBOROUGH**, Sussex. — Best touring centre. Motorcyclists specially catered for. The Arun Hotel. 38-u26

**REPAIRERS.**

—**C. R. FOSTER**, of Leeds, will grind your cylinder and fit new piston complete for 24s.

—**C. R. FOSTER**, of Leeds, will repair any crack or broken part by oxy-acetylene welding. Write Welding Department.

—**C. R. FOSTER**, of Leeds, for nickel-steel valves, 3s. 6d. each, 6s. per pair.

—**C. R. FOSTER**, the North of England Repairs Specialist, Viaduct Engineering Works, Kirkstall Road, Leeds, will quote you for that. 45-k867

—**CYLINDERS** re-ground on proper cylinder grinders, new pistons complete, inclusive prices on application. Laystall Repair Works, 34 Queen Street, City. 38-835

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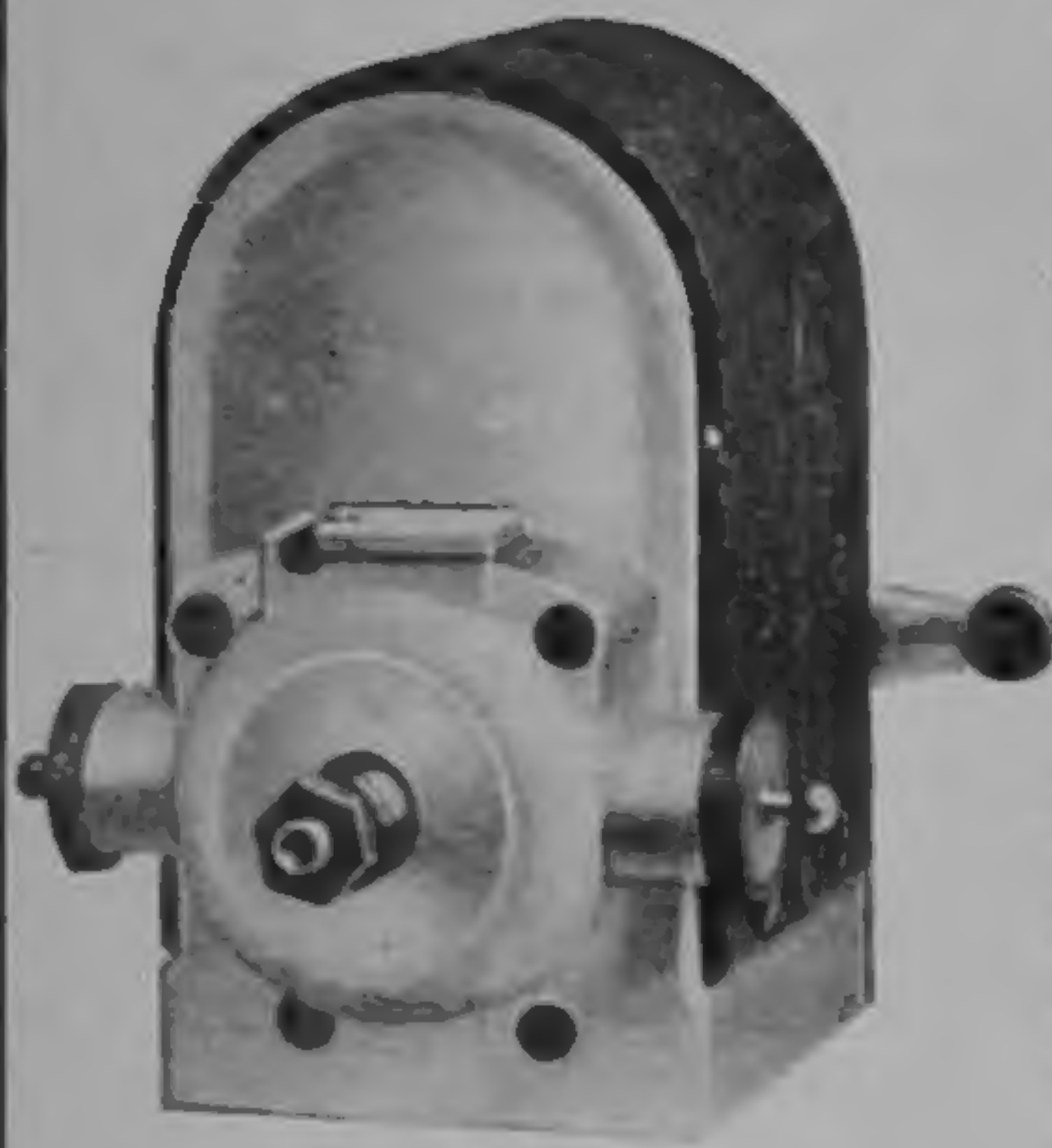
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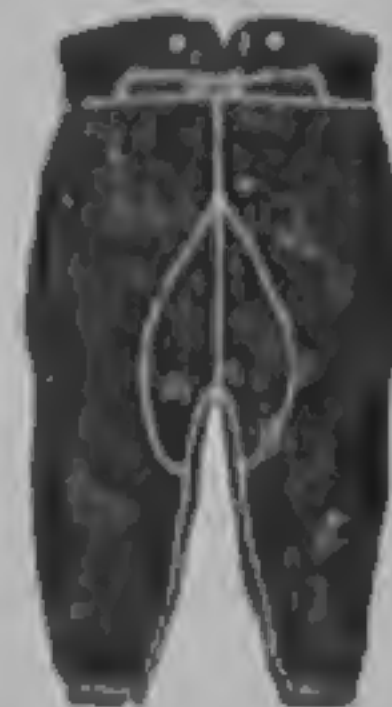
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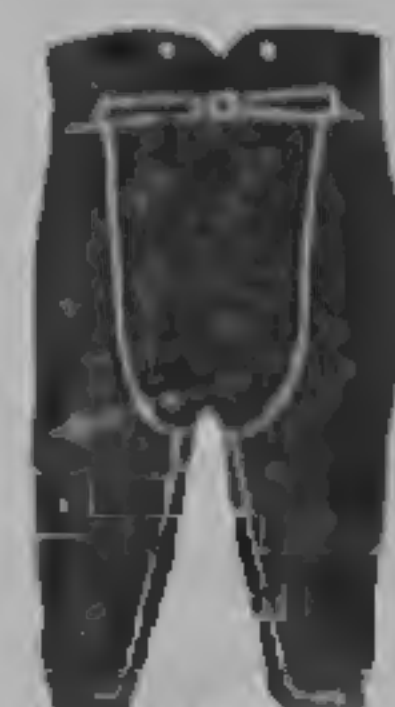


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